REGISTERED No. 6.—1878.

The Bombay Gazette.

No. 9,323—New Series. BOMBAY :—TUESDAY, SEPTEMBER 24, 1878.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* are as follow :—

To Subscribers in Bombay —*Delivered free.*

In Advance.		*In Arrear.*	
For Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy ..... As. 4.

Price for back numbers varies according to lapse of time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs.	5 0
Second do.		2 8
Third do.		2 8
Fourth and succeeding insertions		0 2½ As.

A line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Second do. ..... 4½ ,, ,,
Third and succeeding ..... 2½ ,, ,,
In the Native Languages, double the above.
For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found. The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line ..... ,, 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under a contract with Government, will despatch the S. S. GOA, 1,995 Tons, 250 H. P. commander R. L. Turner, on SATURDAY, the 28th September, 1878, at 5 p. m., calling at Ratnagiry, Vingola, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Visagapatam, Bimlipatam, Goalpilore, False Point and as any other place where inducement offers.

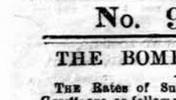
Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE,

interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

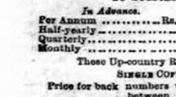


THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will despatch the COCONADA 863 Tons, 120 H. ", Commander A. Morris, on THURSDAY, the 26th September 1878, at 4 p.m., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDER-ABBAS, LINGA, BUSHIRE, FAO, BUSSEREH, and occasionally at BAHREIN and MOHOMERAH.

N.B.—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will despatch Steamers to Kurrachee every THURSDAY at 4 p.m., and every MONDAY at 10 a.m.

The S. S. COCONADA, 863 Tons, 120 H.P., Commander A. Morris, will be despatched on THURSDAY, the 26th September 1878, at 4 p.m.

The S. S. AKOLA, 578 Tons, 120 H. P., Commander A. Russell, on MONDAY, the 30th September 1878, at 10 a.m. calling at Veraval, Mangrole, Pore Bunder and Gutch Mandvie both ways.

N. B.—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and on the 1st of each month.

PASSENGERS' RATES FROM BOMBAY.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	Rs. 220	Rs. 150	Rs. 80	Intervening Ports.
Suez	300	220	90	
Port Said	350	240	140	
Messina	500	340	140	
Naples	500	340	140	
Leghorn	500	340	140	
Genoa	500	340	140	
Marseilles	550	380	145	Millitary Stores.

Children under 3 years, free of charge ; Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY :—

INDIA, to sail on TUESDAY, 1st October 1878.
ARABIA to sail on FRIDAY, 1st November 1878.
AUSTRALIA to sail on SUNDAY 1st December 1878.
SUMATRA to sail on WEDNESDAY 1st January 1879.

All Steamers of this Company have large First and Second Class accommodation ; and always carry a Doctor and a Stewardess on board.

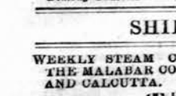
The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of Information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, July, 1878.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL TO SAIL ABOUT THE END OF SEPTEMBER.



THE Fine Screw Steamer CELLA, 1,699 Tons, W. Holmes Commander.

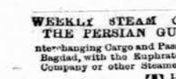
The Chronicler has excellent accommodation for a limited number of Passengers. Apply to

BENN, ASHLEY & Co.,
Agents.

Bombay, Sept. 10, 1878.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.



THE Company's S. S. POLLUCE, Captain G. Raguss, will be despatched from BOMBAY to TRIESTE on the 26th October 1878.

Rates of Passage-money (exclusive of Wines and Spirits, which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 400	Rs. 300	Rs. 180
To Cyprus (via Port Said)	,, 375	,, 295	,, 145
To Port Said	,, 320	,, 255	,, 131
To Suez	,, 300	,, 240	,, 122
To Aden	,, 170	,, 130	,, 66

No cargo will be received on board after sunset on the day previous to sailing.

THROUGH TICKETS FROM TRIESTE TO LONDON.

Via Vienna, the Rhine, Ostende or Calais and Dover, are granted by the Undersigned at

	Via Calais.	Via Ostende.
First Class, Trieste to London	£12-3	£11-18
Second Class, Trieste to Cologne	£9-19	£9-14
First Class, Cologne to London		

Travellers with through tickets are allowed lbs. 55 free luggage.

Tickets are available for two months from the date of departure from Trieste.

For information about the Weekly Mail service to and from CYPRUS, and for Freight, Passage, and further particulars, apply to the Company's Office.

J. JANNI.
Agent A. H. Lloyd's S. N. Company.

Sasoon House, 7, Elphinstone Circle, 14th Sept., 1878.

NOTICE.

CONSIGNEES per Steamer ALABAMA are hereby informed of the ARRIVAL of the vessel and requested to TAKE DELIVERY AT ONCE of their respective Goods. No claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co.,
Agents.

Bombay, 19th September 1878.

NOTICE.

NOTICE is hereby given, that the Master or Owners of the S.S. MARINA, now laying in the Harbour, will not be RESPONSIBLE for any DEBT or DEBTS contracted by any member of the said ship's crew.

R. RAMSEY,
Master.

Bombay, 17th September 1878.

NOTICE.

90,000 Indian Maunds of SALT (being remaining stock of the current year's produce), ready for sale at the MANECK MAHAL SALT WORKS, adjacent to the Bassein Road Station. Intending purchasers to communicate with the Undersigned, at his residence, opposite Hormusjee Wadia's Fire Temple, Bombay.

NOWROJEE DUSTOOR SHAPOORJEE SUNJANA,
Manager of Maneck Mahal Salt Works.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE :—

Vessels.	Tons. H.P.	Captains.	1878.
— SUMATRA	.... 2488 450	W. A. Seaton	30th Sept.
(s) MALWA	..... 2933 450	W. E. Breese	7th Oct.
(s) KHIVA	..... 2699 450	G. Lee	14th do.
(s) DECCAN	..... 3429 550	W. B. Andrews	21st do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceeds direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Superintendent.

Bombay, 4th September 1878.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons. H.P.	Captains.	
GWALIOR	..... 2739 450	J. C. Babot	1st October.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Superintendent.

Bombay, 4th September 1878.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports :—

Vessels.	Tons. H.P.	Captains.	
SIAM	..... 3026 500	G. N. Hector	11th October

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Superintendent.

Bombay, 4th September 1878.

NOTICES.

QUEEN INSURANCE COMPANY.

CAPITAL,
TWO MILLIONS STERLING.
FIRE RESERVE FUND ... £261,444.

Fire Premiums after deducting Re-insurances.	In 1870	£139,808
	,, 1873	£295,149
	,, 1877	£450,883

POLICIES issued and CLAIMS promptly paid without reference to Head Office, by

KILLICK, NIXON & Co.,
Agents.

MUSIC.

MR. P. A. LOPEZ begs to offer his services as INSTRUCTOR in MUSIC, SOLO VIOLINIST, &c.; Tunes and Repairs Pianos and Harmoniums.

☞ Esp. BELLASIS ROAD, the Bungalow near Messrs. Kemp & Co., Byculla.

For Sale at this Office,

A BOOK-BINDERS' SAW-BENCH. This Machine is for sawing the backs of Books and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing very quarter of an inch.

SEEDS ! SEEDS !! SEEDS ! ! !

PALEKAR & Co., Kalbadavi Road, Bombay, beg most respectfully to announce to their local and up-country customers, that they have just received from England and Cape of Good Hope their FIRST SUPPLY of Fresh FLOWER and VEGETABLE SEEDS. It is particularly requested that out-station orders should always be accompanied by remittances or reference for payment in Bombay. Price lists can be had Post free on application.

15th August, 1878.

W. LISTERMAN,
EUROPEAN GOLDSMITH AND JEWELLER,
32, MEADOW STREET,

BEGS to draw attention of the Public to his place of business where he undertakes the repairing and making of all kinds of Jewellery, and also old Gold and Silver Jewellery bought by him at reasonable charges.

Bombay, 21st August 1878.

CIGARETTES.

	Cash.
Cope's "Bouquet" & "Peerless," per box of 100 .. Rs.	2 10
Wills's "Passing Clouds," per box of 100	2 10
Real Turkish, made from the finest selected Tobacco, with and without mouthpieces, per box of 100	2 10
Do. do. do. per box of 50 ..	1 8
Do. do. do. do. 24 ..	0 12

TREACHER & CO., (Ld.)

PERRY DAVIS' VEGETABLE PAINKILLER.

Perry Davis & Son, Manufacturers and Proprietors, Providence, Rhode Island, U. S. A.

UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.

IT is a purely and carefully prepared VEGETABLE COMPOUND, A capital antidote for SCORPION STINGS and SNAKE BITES.

And a complete mitigator of Pain.

AS an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM it has no equal.

AS A REMEDY FOR DIARRHŒA, DYSENTERY, CHOLERA

Or any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.

Full Directions accompany each bottle.

Retailed by Chemists all over the world.

Beware of Imitations exposed for sale in the Indian Bazars.

GENERAL AGENT AT BOMBAY,
ESUFALLY HIPTULLA,
No. 39, Pir Market, near Jumma Musjid.

NOTIFICATION.

THE CORPORATION OF BOMBAY having under consideration the extension and completion of Drainage and Water Works, have resolved under the provisions of Section 6 of the Local Public Works Loans Act 24 of 1871 to borrow with the sanction of Government a sum of 27 lacs, on the security of the rates, taxes, and dues, imposed and levied under the Bombay Municipal Acts of 1872 and 1878, subject to the balances now due under previous Loans. Accordingly, it is hereby notified that the Municipal Commissioner for the City of Bombay is prepared to receive tenders for the said Loan.

2. This Loan is required for the construction during the years 1878, 1879 and 1880 of Drainage Works and of a Service Reservoir in Vehar.

3. Debentures will be issued bearing interest at the rate of 5 per cent. per annum, and having a currency of 30 years for 18 lacs and of 40 years for the remaining 9 lacs. Preference will be given to tenderers for the whole Loan for forty years, who may be willing to accept annual payments of a fixed amount in reduction of the principal debt.

4. The form of the debenture bonds will be published on or before the 1st proximo.

5. Each debenture will be issued for a sum of Rupees five hundred (500)

6. Subscriptions will be received and scrip receipts for instalments will be granted by the Bank of Bombay. Debentures will be issued as soon as possible in exchange for the scrip receipts for instalments paid into the Bank of Bombay.

6. Tenders for the whole or any part of the above-named sum of 27 lacs will be received by the Municipal Commissioner up to noon of Monday, the 7th October 1878.

7. Each tender must be addressed in the form annexed to this notification and enclosed in a sealed cover superscribed "Tender for Municipal Loan of 1878." The Corporation does not bind itself to accept any tender below a certain minimum rate.

8. The amount of the accepted tenders must be paid in the following instalments :—

First half on or before 1st November 1878.
Second half on or before 1st December 1878.

9. Interest for two months (viz. from 1st November to 31st December 1878) will be paid in advance upon the amount of the first instalment and for one month (viz., from 1st to 31st December 1878) upon the amount of the 2nd insalment. From 1st January 1879 interest will be payable half yearly on 1st July and 1st January in each year.

10. Parties tendering must pay into the Bank of Bombay to the credit of the Corporation a sum equal to two (2) per cent. of the amount tendered. Bank receipt for amount must accompany tender.

11. If the tender be accepted the deposit will be taken in part of the last instalment, but it will be forfeited if after acceptance of the tender the allotment is not fully taken up. A cash deposit may after the tender in support of which it is made is accepted be replaced by a Government Promissory Note.

12. The deposit on tenders which may not be accepted will be returned on application

13. In the case of equality of tenders above the amount required a *pro rata* allotment will be made.

14. The rate stated in a tender must not contain any fraction of an anna. If a rate containing any fractions of an anna is inserted in any tender such fraction will be struck out and the tender treated as if the rate did not contain such fraction of an anna.

15. In order to avoid mistakes a separate tender must be made at each rate tendered and a separate deposit must accompany each tender.

J. H. GRANT,
Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 23rd Sept. 1878.

FORM OF TENDER.

I hereby tender for Rupees of the Loan of Lacs having a currency of years advertised in the notification published in the local newspapers dated September 1878, and agree to pay for the same subject to the conditions notified at the rate of Rupees and annas for every Hundred Rupees allotted to me.

I enclose a deposit receipt of the Bank of Bombay for Rupees and engage, if my offer is accepted, to pay to the account of the Municipality at the Bank of Bombay the first instalment on or before the 1st November 1878 and the second instalment on or before the 1st December 1878.

* Here enter the Loan of 18 Lacs for 30 years
or
,, 9 Lacs ,, 40 ,,
or
the whole ,, 27 Lacs ,, 40 ,, repayable by 40 fixed equal annual instalments of Rupees

NEW ADVERTISEMENTS.

BILLIARDS.

MR. WILLIAM COOK,
THE CHAMPION,
AND
MR. S. W. STANLEY
will arrive by the Mail which is expected in Bombay (TO-DAY) TUESDAY.

Arrangements are being made for a few Exhibition Games to be played at

TEMPLE BAR.

The first will be given on

WEDNESDAY, SEPTEMBER 25TH,

if the Mail arrives in time.

The accommodation for seating is being arranged in such a manner as to give every comfort to the audience, and a full view of the Table, and extra Punkahs will be fitted up.

Numbered and Reserved Seats	Rs. 3
Unreserved Seats	,, 2
Gallery Seats	,, 1

Tickets at SOUNDY & Co.'s and at TEMPLE BAR.

Note.—There will be NO REDUCTION IN PRICES during these Exhibition Games.

NOTICE.—CONSIGNEES per Steamer AFGHAN are hereby informed of the ARRIVAL of the vessel, and requested to TAKE DELIVERY AT ONCE of their respective GOODS. No claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 23rd September 1878.

NOTICE.

THE OFFICERS H. M.'s 66th Regiment WILL NOT BE RESPONSIBLE for any DEBTS contracted by their MESSMAN.

J. QUARRY, Capt., 66th Regt.,
President Mess Committee.

Colaba, 23rd September 1878.

THE NEW FLEMING SPINNING AND WEAVING COMPANY, LIMITED.

THE TRANSFER BOOKS will be OPENED from the 1st day of October 1878.

NURSEY KESSOWJEE,
Secretary, Treasurer and Agent.

Bombay, 23rd September 1878.

TO BE LET, a completely FURNISHED BUNGALOW in Marine Lines. Rent exceedingly moderate. For further particulars apply to

P. BYRAMJEE,
House Agent.

No. 28, Meadow Street.

THE NEW COLABA COMPANY, LIMITED

NOTICE is hereby given, that a DIVIDEND at the rate of Rs. 15, FIFTEEN RUPEES, per Share will be PAID on and after the 3rd October proximo, between the hours of 10 a. m. and 2 p. m., to the SHAREHOLDERS of the Company whose names stand on the Register this day.

Shareholders are requested to PRODUCE their SHARE CERTIFICATES when applying for Dividend.

By Order of the Board,

J. HECTOR,
Secretary and Treasurer.

Bruce Lane, Bombay, 23rd September 1878.

THE VOLKARTS UNITED PRESS COMPANY, LIMITED.

NOTICE is hereby given, that the ORDINARY GENERAL MEETING will be held at the Registered Office of the Company, No 5, Rampart Row, on TUESDAY, the 8th October 1878, at 3 p.m., to transact the following business :—

1. To receive the Directors' Report and Audited Accounts to the 30th June 1878.
2. To consider the appropriation of the nett profit.
3. To appoint Directors in the place of those who retire by rotation, but who are eligible for re-election.
4. To appoint an Auditor for the ensuing year and to fix his remuneration.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th September to 8th October 1878, both days inclusive

By Order of the Board of Directors,

VOLKART BROTHERS,
Secretaries and Treasurers.

Bombay, 24th September 1878.

JUST ARRIVED,
SACCONE'S GIBRALTAR SHERRY,
Bottled by his own Agents.
Price Rs. 25 per dozen Quarts,
CARLOWITZ.
Specially bottled for India.

By MAX GREGER & Co.	Price Rs.	18 per doz. Qrts.
Do. do.	,,	20 per 2 doz. Pints.
LOUIS ROEDERER'S CHAMPAGNE	,,	52 per doz Qrts.
Do. do.	,,	55 per 2 doz. Pints.
HAMILTON and GRIEVE'S CHAMPAGNE	,,	50 per doz Qrts.
Do. do.	,,	52 per 2 doz. Pints.

Price Lists of their other wines, Still and sparkling, can be obtained on application to

Wm. WATSON & Co.,
Agents.

Bombay, 24, Apollo Street.

N. B.—We do not now import these wines in wood unless to the special order of Constituents.

ARTISTS' COLOURS AND MATERIALS,

OF EVERY DESCRIPTION,
MANUFACTURED BY WINSOR & NEWTON,
On sale by their appointed Agents.

TREACHER AND CO., Ld.,
BOMBAY, BYCULLA AND POONA.
Illustrated Catalogues free upon application.

DINNER SERVICES.

BEST STONEWARE, BLUE LINE.

TREACHER & COMPANY (LIMITED) have received direct from a LEADING STAFFORDSHIRE POTTERY large supplies of this favourite pattern, an inspection of which they respectfully solicit.

		Cash Rs. a.	Credit Rs. a.
12	10 inch Meat Plates	4 8	5 0
12	10 ,, Soup do.	24 0	27 0
12	10 ,, Hot Water Plates	4 0	4 8
12	8 ,, Pudding do.	3 0	3 8
12	6 ,, Cheese do.	7 8	8 8
1	18 ,, Well Gravy Dish	6 0	6 12
1	20 ,, Fiat Dish	4 0	4 8
1	18 ,, do.	3 0	3 8
1	16 ,, do.	2 4	2 8
1	14 ,, do.	3 0	3 8
2	12 ,, do.	2 4	2 8
2	10 ,, do.	3 0	3 8
1	16 ,, Fish Drainer	1 0	1 4
1	9 ,, Pie Dish	1 8	1 12
1	11 ,, do.	9 0	10 0
2		Covered Soup Tureen and Stand.	4 8	5 0
2		do. Sauce do.	5 4	6 0
2		Vegetable Dishes	16 0	18 0
1		Side Dishes and Warmers	2 8	2 12
1		Salad Bowl	1 0	1 4
		Full Set as above	110 12	125 0

The above with gilt handles to covered Dishes At an additional cost of Cash Rs. 20-12 ; Credit 23.

USEFUL EXTRA PIECES.

		Cash Rs. a.	Credit Rs. a.
1	Cheese Dish without cover	2 4	2 8
1	Pair Steak Dishes and Warmers	16 0	18 0

TREACHER & CO. (LIMITED).
SHOW ROOMS.
FORT ESTABLISHMENT.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows :—Not exceeding 3 lines, Re. 1 ; each succeeding line 8 As. No trade advertisements are admitted under this scale.

NOTICE.—A RESPECTABLE EUROPEAN WOMAN is desirous of taking charge of Children or accompanying a Lady to England, in consideration or a free passage and a small remuneration. Apply to "A. B. C.," care of *Bombay Gazette* Office.

WANTED, in the Fort, an UNFURNISHED ROOM, with BATH-ROOM and small Balcony. Apply to "R.," care of *Bombay Gazette*.

WANTED, by a Captain in a British Regiment, an EXCHANGE into the Staff Corps of either of the three Presidencies. Apply stating terms to "STAFF CORPS," care of Manager, *Bombay Gazette*, Bombay.

WANTED, for the Station School (Dharwar), a MISTRESS to teach up to the 7th Standard. Salary Rs. 60 and free quarters. Apply enclosing testimonials to the Honorary Secretary.

THE ARGYLL COLLEGE, PANCHGANI, will be OPENED on the 1st of October. Early application is necessary as only a limited number of pupils can be received. Apply to the SECRETARY.

THE LONDON, opposite the Post Office.—The BEST TIFFINS and DINNERS in Bombay. Only the BEST WINES and SPIRITS kept. Two Rooms to let.

FOR SALE a SQUARE PIANO, a First Class Harmonium, 8 stop, and a Wheeler and Wilson's Sewing Machine. Apply at the "London," opposite the Post Office.

FOR PHOTOS by the late PHOTO PARISIENNE and by RITTER MOLKENTELLER and Co. Apply to RUSTOMJEE JAMSETJEE, Photographer, Poona.

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CRICKETING AND GENERAL GYMKHANA KIT.

TREACHER AND COMPANY, LIMITED, receive periodical supplies of the above from the leading English Houses, who manufacture the goods, in accordance with T. & Co.'s long and practical experience, specially to meet the requirements of the Indian climate, an advantage presented by no other House in India.

REVISED PRICES, JUNE 1878.

CRICKET KIT.

BALLS.

		Cash. Rs. a.
Superior Treble-seamed Balls	each	4 4
Do. Double do. for Club use	,,	3 8
Boys do. do. annas 12 to Rs.		2 0

BATS.

All Cane	each	12 0
Treble do.	,,	11 0
Double do.	,,	10 0
Single do.	,,	8 8
Double Whalebone	,,	10 8
Single Do.	,,	9 8
Match, best selected	,,	7 0
Do. do. for practice	,,	5 8
Presentation with silver plate	,,	16 0
Boys do. do. from Rs. 2 to Rs.		4 8

GLOVES.

Best Batting Gloves, Improved Vulcanized Tubular India Rubber	per pair 5 8
Gauntlets, Extra Quality, for Wicket keeping, superior Ventilated	per pair 6 8

LEG GUARDS.

Guards, White Buck Skin	7 8
Do. Chamois Skin	6 8

STUMPS, &c.

Stumps, with brass ferrules	7 0
Do. with do. do. and iron points.	8 0
Do. Plain Ash	5 8
Nets for Long Stopping, 6 yards long by 2 high, with painted poles, strong ropes, with ferrules, &c.	each 14 0
Measures, Metallic in solid leather cases, from 22 yards upwards,	from 7 0
Spikes, Steel and Brass, of superior quality per dozen	1 12
Scoring Books, for 12, 25, and 50 Matches, from	2 8
Scoring Sheets	per dozen 3 0
Lillywhite's Guide, latest Edition	0 12

LAWN TENNIS KIT.

Complete Sets	Rs. 72-0 to 85	0
Lawn Tennis Bats	each 8	0
Do. Balls best India Rubber, per doz.	Rs. 3-0 to 5	8
Do. do. Wool covered, per doz.	9	8

RACKET KIT.

By Jeffries and Malins.

	Rs. a.
Racket Bats, of best quality	11 0
Do. do. Cane Handled	14 0
Do. Balls per dozen	1 8
Do. Gut Strings per set	3 8
Fives Bats each	1 8
Fives Balls per dozen	4 0
Racket Shoes, best quality	10 0
Do. Presses	Rs. 5-0 to 10 0

BADMINTON KIT.

Complete Sets, from	Rs. 40-0 to 80 0
Badminton Bats	each 7 0
Do. Shuttlecocks, per doz. Rs. 4-0 to	6 0
Do. do. with India Rubber bottom	each 1 4
Do. India Rubber Balls	per dozen Rs. 2-4 to 4 0

FENCING KIT, &c.

Foils, best Steel	6 8
Lunging Pads, best	8 0
Jackets	12 0
Single Sticks	per pair 1 0
Basket Hand Guards	,, 1 4
Buffalo do. do.	,, 4 8
Boxing Gloves—White Buck Skin and Chamois Skin	per set of 4 9 0

FOOTBALLS.

Vulcanized India Rubber Balls covered with best Leather, No. 4	6 8
Do. do. No. 5	7 0
Do. do. No. 6	8 0
Extra India Rubber Balls, from each Rs. 2-4 to	3 0

QUOITS.

Best Polished Steel Quoits and Pins, per lb.	0 14
Do. do. Brass do.	,, 1 12
Do. Galvanized Iron do.	,, 1 0

Weights 4, 4½, 5, 5½, 6, and 6½ lbs. per pair.

The Galvanized-iron Quoits are particularly adapted for the Indian Climate, being less affected than others by extremes of moisture and dryness.

☞ Priced lists of Parlour and Outdoor Games and General Gymkhana Kit, may be had on application.

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MESSRS. MORTON & Co. beg to announce that they have OPENED a BRANCH of their Firm at Poona, under experienced management, with the view of offering better facilities to their numerous Constituents and of meeting a continuous and daily increasing demand for their, by this time, very well known and highly appreciated Kangra Valley Teas.

The Branch Firm is located on Bund Garden Road, 28.

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OF ALL SHAPES AND SIZES,
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Orders registered by
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QUOTATIONS, INCLUDING DUTY AND TOWN DUES, FOR COGNACS OF

EM. DUBOIS & CO.'S SHIPPING.

Cash.		Credit.
21 4	* ONE STAR, in great demand, Old Cognac	22 8
24 12	* ONE STAR, Oval Barrels, with Glass Stopper	26 0
33 4	* ONE STAR, Barrels á robinet, with Glass Stopper, Metallic Tap, about 3 Impl. gall	35 0
23 12	* ONE STAR, Flasks, with glass Tumbler and Stopper per case of 2 dozs.	25 0
21 12	* ONE STAR, Flasks, without glass Tumbler, per case of 2 dozs	23 0
25 12	* ONE STAR, Half Flasks, with glass Tumbler and Stopper, per case of 4 dozs	27 0
23 12	* ONE STAR, Half Flasks, without glass Tumbler, per case of 4 dozs.	25 0
26 8	** TWO STARS, very old Cognac	28 0
29 8	*** THREE STARS, very old Fine Cognac	31 0

An order for 3 cases accompanied by Cash will carry a further Discount of 5 per cent Special terms to Messes, Clubs, and Co-operative Societies.

CUTLER, PALMER & Co., Sole Agents.
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W. & A. GILBEY'S WINES.

GENUINENESS is SECURED to the PURCHASER, each Bottle bearing W. & A. Gilbey's Patent Seal Capsule, and also label.

Parties who have been in the habit of purchasing W. & A. Gilbey's Wines and Spirits in the United Kingdom can obtain the same Brands from the Sole Agents for this Presidency.

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BOMBAY,
AND FROM THE RETAIL SUB-AGENTS,
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AND
Mr. R. PHILLIPS, Poona.

Catalogues furnished on application.

WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godowns of the undersigned :—

CHAMPAGNE—E. Mercier & Co.'s, Epernay.

First quality	per doz. Pts.	Rs. 18 0
Do.	do. Qts.	,, 35 0
Second quality	do. do.	,, 25 0

SHERRY & PORT—Oyslex Forrester & Co.'s

Fine Pale Sherry, Green Seal,	per doz. Qts.	Rs. 18
"Amontillado"	do. do.	,, 23
"Vine de Pasto"	do. do.	,, 28
Fine Old Port, Read Seal	do. do.	,, 18
Very Fine Old Port, Black Seal	do. do.	,, 25 0
CLARET—Fine Medoc	do. do.	,, 10 0
BRANDY—Otard Dupuy & Co. & Cognac.	do. do.	,, 25 0
WHISKY—Nicolson's Royal Household		
Blande Scotch	do. do.	,, 21 0

BEER—Palace Brewery, Nicolson's,—

Per Hogshead of 54 Gallons	Rs.	58 0
Per Kylderkin of 18 do.	,,	21 0
Per dozen Quarts	,,	4 4
Per dozen Pints	,,	3 0

FINLAY, MUIR & Co.

NOTICE.

OUR friends as agents for Messrs. WACHTER and Co. have been honoured by receiving the following communication from the Palace.

"1874's" are now being shipped to us. The Wine is superb.

CUTLER, PALMER & Co.

St. James's Palace,
11th April, 1878.

Dear Sirs,—I have tasted your samples of 1874, Extra Cuveé, and shall ask you to

COMMERCIAL INTELLIGENCE

MONDAY EVENING, SEPTEMBER 23RD, 1878.

Our last report was dated the 19th instant, as the Markets since then have been closed for Parsee holidays.

The commercial telegrams received from London in the meantime have not reported any very material changes. Consols have advanced to 95¼, and French Rentes to 113¾. Exchange on India at 60 days' sight is unchanged at 1s. 7 11-16. In Enfaced Rupee Paper Four-and-a-half per cents. have declined ¼, being now quoted at Rs. 83½, but Fours are unchanged at Rs. 79.

Bar Silver is unchanged at 51½ to 51¾. Money is again rather easier, the market rate of discount for 3 months' sight Bank Paper being 4½ per cent. A payment into the Bank of England of about £125 000 is advised.

In the shares of Exchange Banks represented here, the only alteration is a decline of 10s. per share in those of the Oriental Bank Corporation, the quotation now being £39-10. Charterreds are quoted at £22-10, Chartered Mercantile at £28 10, and Hongkong and Shanghai £40 per share.

In the London General Produce Markets Coffee is still quoted at 107s. per Mid. Plantation, and 74s. per cwt. for Good Ordinary Native Ceylon, and 81s. per cwt. for Mysore. Cochin Cocoanut Oil is 10s. per ton cheaper, being now quoted at £66-10. Ceylon is unchanged at £49 per ton. The Markets for Linseed and Rapeseed are reported to be firm, but rates for Bombay descriptions are unchanged; Wheat is also unchanged.

In Liverpool the Cotton Market has been very quiet during the past three days, and closed on Saturday dull with sales only amounting to 3,000 bales, of which 500 were Surats. Prices for American descriptions have given way a further 1-16th per lb., Mid. Orleans being now quoted at 6s. 9-16. Fair Dhollera is still quoted at 5¼ per lb.

The visible supply of Cotton for all Europe on the 20th inst. compares as follows with the figures for the two previous years to the corresponding dates:—

	1878.	1877.	1876.
Total supply of all kinds.	1,060,000	1,460,000	1,726,960
,, ,, Surats.	326,000	349,000	587,030
For the U. K. only the figures are :-			
Stock in Liverpool.....	452,000	690,000	745,790
Do. London.....	23,000	30,000	34,440
American afloat.....	20,000	20,000	22,000
E. Indian ,, ...	118,000	80,000	186,090
Total.....	613,000	820,000	988,230
Price of Mid. Orleans...	6 9-16d.	6 7-16d.	6¼d.
,, Fair Dhollera ...	5¼d.	5¼d.	4 7-16d.
Difference...	1 7-16d.	1 5-16d.	1 11-16d.

The American Crop figures to date compared with those of the two previous years are as follows:—

	1878.	1877.	1876.
Week's Receipts	74,000	22,000	64,000
,, Exports to U. K. ,,	6,000	2,000	9,500
,, ,, to Continent ,,	.....	.....	4,000
Total Receipts since 1st Sept.	146,000	41,000	126,500
,, Exports to U. K....	17,000	8,000	27,300
,, ,, to Continent..	.....	6,000	9,300
,, Stock at all Ports...	110,000	110,000	164,000

The price of Mid. Uplands in New York has declined to 11¼ cents. per lb., but Futures are unchanged at 10¾ cents. per lb.

The return of the Bank of Bombay for the week ending 21st inst. shows the following changes as compared with the return of the 14th inst.:—

Public Deposits at H. O.	Inc. Rs.	2 920,426
,, ,, Branches.....	Dec. ,,	92,686
Other Deposits	Dec. ,,	1,045,036
Loans on Security of Government Paper	Inc. ,,	111,750
Bills Discounted	Dec. ,,	83,105
Cash Balances with Correspondents	Dec. ,,	97,425
Cash and Currency Notes.....	Inc. ,,	1,984,399

The position of the Bank continues most favourable; with an increase in the Cash Balance of nearly 20 lacs and a decrease in the Trade demand, there is little probability of dearer money at present.

Sterling Exchange here opened steadily after the holidays, the Banks beings drawers at 1-32nd advance on Thursday's closing rates, but still buyers at our last quotations. The amount of business offering, however, continues small in the extreme, there being very few private Bills in the market, and the demand for Bank Paper is very limited. The Calcutta telegrams report that there is rather more doing. Our closing quotations are—

Bank Bills, on demand		1s. 7 13-16d.	per Re.
Do.	6 months' sight	1s. 8¼d.	,,
Credits,	3 ,, ,,	1s. 8 3-16d.	,,
Documents,	3 ,, ,,	1s. 8¼d.	,,
Francs,	3 ,, ,,	2·13.	,,

On Calcutta rates are unchanged at 100 1-16 on demand, and 99 9-16 for 60 days' sight Bills.

Government Paper.—Rates are weak, and both here and in Calcutta there is little doing. We quote Rs. 96½ for both Fours and Fours-and-a-half per cents., and Rs. 101 for New Fours-and-a-half per cents.

Shares.—With the exception of some large operation in Mazagon Land and Alexandra Spinning and Weaving Companies' shares there has not been much doing here to-day. Bank shares continue firm at previous rates. In Press Companies Bellarys have declined Rs. 10, and Volkart United advanced Rs. 25 per share. Colaba Land Company's shares have declined to Rs. 870, and in Spinning and Weaving Company's Scrip the tendency has been generally downwards. Alliance shares have declined Rs. 25; Bombay United, Rs. 10; Broach Mills, Rs. 2½; Colaba, Rs. 5; Fleming, Rs. 25; and Oriental, Rs. 5. Khandeish Spinning shares have advanced Rs. 15; and Manockjee Petits, Rs. 15.

Cotton.—There is a weaker feeling in the market owing to the unfavourable advices coming to hand from the Home Markets. No transactions for export are reported, and the local mills are only buying sparingly.

Seeds.—There is not much enquiry for either Linseed or Rape; the price of the former continues at Rs. 7 per cwt., and for the latter according to the quality of the parcels of seed in the market.

Wheat is again dearer; the price for soft white being Rs. 40 to Rs. 41 per candy.

Piece Goods are in moderate demand for all the standard makes of Grey Goods. The enquiry for White Goods has, however, ceased, and prices are lower owing to the arrival of shipments from Calcutta.

Freights are depressed, and business has been done during the day at 10s. per ton in the steamers on the Liverpool berth, both for weight and measurement cargo. Continental rates are unchanged. There is still no enquiry for sailing tonnage.

Coals are unchanged.

BANK OF BOMBAY.

Statement of the affairs of the Bank of Bombay on the 21st Sept. as compared with the statement issued on the 14th September:—

Liabilities.	14th Sept. Rs.	21st Sept. Rs.
Proprietors' Capital.....	1,00,00,000	1,00,00,000
Reserve Fund, invested in Government Securities.....	22,00,000	22,00,000
Public Deposits at Head Office	46,16,528	75,36,954
Do do. at Branches	22,63,251	21,70,564
Other Deposits	1,74,54,773	1,60,89,737
Post Bills.....	37,018	3-3,838
Cash Credits, undrawn.....	5,84,605	4,08,391
	3,68,36,175	3,84,44,455
Assets.		
Government Securities.....	42,03,697	41,40,463
Cash Credits, on Security of Government Paper, Bullion, and Merchandise.....	19,26,690	17,21,715
Loans on Security of do. do.....	71,24,691	74,36,441
Current Accounts, overdrawn.....	717	1,529
Bills Discounted	84,35,321	83,52,216
Stamps	2,930	2,904
Dead Stock ..... Rs. 5,36,494		
Amount applied in reduction 1,95,000		
	3,35,494	3,35,494
Bullion	40,525	
Cash Balances with Correspondents.....	5,34,857	4,37,432
,, and Currency Notes.....	1,42,31,853	1,62,16,252
	3,68,36,175	3,84,44,455

SHIPPING INTELLIGENCE AND LISTS OF PASSENGERS BY SEA.

The ship Contest, 965 tons, Captain T. James, will sail to-day for Moulmein, in ballast.

The barque Morning Star, 280 tons, Captain W. D. Bushell, will sail to-day for Chittagong, in ballast.

The barque Hamoody, 711 tons, Nacoda, arrived in harbour on the 22nd inst, from Jeddah, 27th Aug., with a cargo of salt.

The schooner Dee, 106 tons, Captain G. P. Vinall, arrived in harbour on the 21st inst. from Mauritius, with a cargo of 2,095 bags sugar.

The s. s. Borrowdale, 990 tons, Captain H. J. Young, arrived in harbour on the 21st inst. from Calcutta, 8th Sept., with a general cargo, and 12 deck passengers.

The ship British Ambassador, 1,793 tons, Captain James Davis, arrived in harbour on the 21st inst. from Shields, 15th June, with a cargo of 2,356 tons coals. The vessel is consigned to Messrs Killick, Nixon and Co.

The ship Esther Roy, 1,533 tons, Captain Thomas Roy, arrived in harbour on the 22nd instant from Liverpool, 13th June, with a cargo of 2,266 tons coals. The vessel is consigned to Messrs Killick, Nixon and Co.

The s. s. Busheer, 539 tons, Captain T. P. Nailer, arrived in harbour on the 22nd inst. from Madras, via Colombo and Coast, with a general cargo, and the following passengers:—Dr. Bourke, Mr. Warne, and 27 deck passengers.

The s. s. Afghan, 1,493 tons, Captain A. Hunt, arrived in harbour on the 21st instant from Liverpool, 25th August, with the following passengers:—Rev. P. M. Buck, wife, and child, Mrs. Carey and two children, and Dr. Davis and Lady. She brought the following cargo:—2,112 packages piecegoods, 96 bales twist, 284 cases tinplates, 55 cases brass, 105 cases copper, 200 kegs nails, 300 cases soap, 300 casks chlorofloy powder, 100 cases umbrellas, 325 packages wire, 30 packages salsomoriac, 50 kegs lead ore, 64 packages glassware and many package's merchandise. The vessel is consigned to Messrs W. Nicol and Co.

ARRIVALS.

Sept.	Vessels.	Commanders.	From.
21	Dee	Vinall	Mauritius, Aug 26.
	Borrowdale(s).....	Young	Calcutta, Sept 8.
	British Ambassador	Davis	Shields, June 14.
	Afghan(s).....	Hunt	Liverpool, Aug 25.
22	Esther Roy	Roy.....	Liverpool, June 13.
	Hamoody	Nacoda	Jeddah, Aug 27.
	Busheer (s)	Nailer	Madras, Sept 7.

DEPARTURES.

Sept.	Vessels.	Commanders.	Destinations.
23	Vingorla (s).....	Dougherty ...	K. Coast & Kurrachee.
	H. M. S. Tamar(s).	Liddell	England.

The following vessels obtained their port clearances yesterday:—Ship Contest, James, to Moulmein.
Barque Morning Star, Bushell, to Chittagong.

The following vessels were entered for loading yesterday:—Steamer Penha, to Coast and Calcutta.
Schooner Dee, to Port Louis.

CALCUTTA.

ARRIVAL.

Sept. 19 Ben Venue .....Hurry .....Negapatam, Sept 12.

MADRAS.

ARRIVALS.

Sept. 20 Inveravon .... Port Natal.
Mosa (s) .... Calcutta.
Kingdom of Saxony .... London.
21 Africa (s)..... ..... Bombay.
Queen Victoria(s)... ..... Calcutta.

Sept. DEPARTURES.

20 El Dorado (s) .... London.
Dupy de Lome ... . Marseilles.

ARRIVAL OF PASSENGERS.

Per P and O Co's s s Malwa:—To Madras—Mr Aikman, Mr and Mrs H B Webster and child, Mr C H Reilly, Mr G H P Evans and Mr W H Johnstone. To Brindisi—Lieut Col W Cabell. To Venice—Mr Macleay. To Southampton—Mr W H O Russel, Mr Brown and Mr Neall.

DAILY IMPORTS.—September 23.

From Liverpool.

Rydall Hall s—112 casks fire clay, Heptools Shaik Adom and Co.
Atalanta s—3 bales bottle corks, Thomson and Taylor.
Italia s—12 casks iron tacks, Essoofally Heptoola.

From London.

Atalanta s—2 cases cotton thread, Eabhoy Tyebally.
Alnwick Castle s—50 cases blue colour, Tyebally Surufally and Co; 25 cases chanangere, Sorabjee Hormusjee Bottlewala; 10 case matches, Tyebally Sooltanally; 12 cases whiskey, Eduljee Bazonjee; 2 cases sparkling moselle and 5 cases still hock, Ardaseer Jamsetjee.
Thibet s—11 cases sherry, Cutler, Palmer and Co.
Venetia s—32 cases tobacco, Surunchund Kevulchund.
Gwalior s—12 cases whiskey, Sorabjee Hormusjee Bottlewalla; 50 cases writing paper, Volkart Brothers; 2 cases cutlery, Eabhoy Tyebally.
Para s—5 cases orange bitters, Cutler, Palmer and Co.
Lord Eslington s—60 casks beer, Eduljee Bazonjee.

From Genoa.

India s—18 cases marble tables and 18 cases printing paper, Knoop and Co.

DAILY EXPORTS.—September 23.

For Liverpool.

Colla s—400 bags rice, Treecom Morar; 2 bales wool, Goolamhoosen Currimbhoy; 17 bales wool, Prarjee Tolseedas; 147 bales cotton, Jairazbhoy Peerbhoy; 1,500 cwts linseed, Oodhowjee Nathoo; 23 bales cotton and 60 bales wool, Doraabhoy Fallonjee Cama; 160 bales wool, Bunichund Fuckeerchund; 50 bales wool, Dhesraj Ameermull; 90 cwts coir yarn, Govindjee Gopaljee; 50 bales wool, Pelly and Co 190 cwts rapeseed, Oodhowjee Nathoo.
Rydal Hall s—2,000 bags rice, Madhowjee Dwarkadass; 50 bales wool, Jairazbhoy Peerbhoy; 700 bags rice, Edjee Dossey.
Fannie Tucker—92 bales rags, Hursraj Jewandass; 350 bundles jute and 160 cwts cotton seed, Mooljee Anundjee; 1,500 bags rice, Mackinlay, Simpson and Co.

For London.

Hutton s—27 cwts deer horns and 10 cwts M of P Shells, Joosub Abdoola; 8 bales hides, Allarukhia Sazun; 3 boxes cassia oil, Essoofbhoy Ebramjee; 14 cwts deer horns 40 cwts shankjeera and 284 cwts stick lac, Canjee Jaitha; 4882 cwts M of P Shells, David Sasson and Co; 9 cwts buf stone, Runchore Girdhur; 4 bales hides, Mogjee Bhimjee.

For Dunkirk.

Seaforth—30, 000 cwts linseed, Finlay, Scott and Co.

For Marseilles.

India s—67 hogsheads cocoanut oil, Hajee Cassum Joosub; 2,410 cwts. linseed, Ralli Brothers.

For Genoa.

India s—127 bales cotton, Knoop and Co.

For Naples.

India s—400 bales cotton, Knoop and Co.

For Trieste.

Sumatra s—100 bales cotton, Gaddum and Co; 500 bales cotton Feol, Cassels and Co.

For Hongkong.

Gwalior s—275 bales cotton, Hajee Essac Ellias; 100 bales twist, The A Indian S and W Co.

For Calcutta.

Estepona s—70 bales cotton, Ramjeedass Luckmeedas.

HIGH COURT—SEPTEMBER 24.

[Before the Honorable Sir Charles Sargent.]

To be Mentioned.

51-78—Crawford and B—Nursoo Dhurmajee vs The Khatao Mokonjee S and W Co—Crisgie, Lynch and O.

Long Causes.

128-78—V Harrychund—Pusha Gowar M and others vs Mahadoo Mahatra and another—Jefferson and P.
314-78—Mr Skipsey—Cawasjee Nowrojee vs J Richardson and others.
444-71—Tyabjee and S—Rao Saheb Gungadhur E vs Manchoobhai Cullidandas—Lynch and T.
181-78—Pestonjee K—Hussonboy Goolam Hoossein vs Allarakia Vullee and another—Jefferson and P.

[Before the Honorable Mr. Justice Bayley.]

Short Causes.

284-78—Wimington H and C—Ananda Sewa and others vs Ebrahim Ramjee.
365-78—Lynch and T—Bhugwandass Roopram and others vs Boonjeebhoy Jamsetjee and another.
367-78—Shapurjee and T—L A Wallace and others vs Thackersey Khetsey—Fletcher and S.
413-78—Present and W—Govind Balkrishna vs Devidass Purshotum and others.

Long Causes.

37-78—Mr Judge—Motiram Krishnadas vs Raghoonathdas Jumnadass and others—Shamrao P—Mr Turner and in person.

[Before the Honorable Mr. Justice Green.]

For taking further Evidence.

384-77—In person—Dewoobai vs Janabai and others—In person.

Short Causes.

426-78—Shapurjee and T—Essoofally P erbhoy vs Kurrimjee Allybhoy.
429-78—Tyabjee and S—Jewraj Laljee R. and another vs Malbai widow.
435-78—Khareghat K—Gopaldass Narronjee and others vs Goolabchund Eshwerdass—Bhaishankur N.
444-78—Crisgie L and O—John Gordon vs Cumaleey Premjee.
566-76—Ardaseer and H—Meezgon Aditram and others vs Sadock Govindram &c.,—In person.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY COLABA.

Bombay, 22nd September, 1878.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·672
Temperature of the Air	80·3
Wet Bulb thermometer	78·9
Dew Point	78·4
Relative humidity of Air	·944
Extent of cloudy sky (the whole sky clouded=8).	6·6
Maximum temperature of air (read at 6 p.m.).....	83·0
Minimum do. (read at 10 a.m.) ...	76·0
General Direction of Wind	WSW, S, SSE, S, SSW, S, SSW, S, SSE.
Movement of wind in 24 hours	344
Fall of Rain	0·25
Total fall during the month	14·39
,, year	102·62
Additional fall of rain up to 10 a.m. of 23rd Sept.	0·09

MILITARY INTELLIGENCE.

ARRIVALS.—September 19.

Sexton, Lieut Col, Vol Fifle Corps, on duty, from Poona.
Conran, Lieut, 15th Regt, on duty, from Poona.

September 20.

Orr, Lieut, Staff Corps, on duty, from Bangalore.

September, 22.

Stewart, Capt, 12th Royal Lancers, on duty, from Secundrabad.
Pottinger, Lieut Col, R A, on leave, from Poona.
Robson, Capt, R A, on leave, from Poona.

September 23.

Castelloe, Qr Mr, 43rd Light Infantry, on Med Cert, from ——

DEPARTURES.—September 23.

Lloyd, Major, Staff, on duty, to Belgaum.
Syster, Lieut, 24th Bombay N I, on Med Cert, to England.
Castloe, Qr Mr, 43rd Regt, on Med Cert, to England.

NORTH-WESTERN PROVINCES ORDERS.

(*North-Western Provinces Gazette*, Sept. 21.)

Mr W C Plowden, Officiating Commissioner, to be confirmed in that appointment.

Mr H B Webster, Commissioner, Jhansi Division, to officiate as Commissioner, Agra Division.

Mr Aikman, Officiating Joint Magistrate, 1st grade, to officiate as Magistrate and Collector, Agra, as a temporary arrangement.

Mr Inspector W T Smyth to hold charge of the current duties of the office of District Superintendent of Police, Hamirpur.

Mr Jones-Bateman, Assistant Commissioner, Sitapur, is appointed to be an Assistant Commissioner of the 1st class.

Three months' privilege leave is granted to Mr T Knight, Executive Engineer, and Executive Engineer of the Jhansi Provincial Division.

Mr J Johnston, Superintendent, Roorkee College Press, is appointed to officiate as Assistant Secretary to this Government in the P W Department, Buildings and Roads Branch.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 19th September.

The following Sub-Lieutenants are promoted to the rank of Lieutenant, all with effect from the 11th Sept 1878:—

9th Lancers—Charles Dresser.
12th Hussars—Robert Baden-Powell and Frederick Dimond.
3rd Regt—Henry Forbes, Ernest DeBra'h and Arthur H Coles.
5th Fusiliers—Arthur Pennington, and Joseph Ogle.
9th Regt—Ralph Lumb.
12th Regt—Richard Onslow, Robert Adams, Alexander Hutchinson and John Carpendale.
17th Regt—William Justice, George Carleton, William David Gordon, Charles Armstrong Roberts, and Maxwell Robertson Hyslop.
18th Regt—Philip Lindsell.
25th Regt—Frank Turner.
34th Regt—George Arnot.
39th Regt—Frank Dunlop.
42nd Regt—William Widdicombe.
62nd Regt—James Parsons and William Graham.
69th Regt—Francis Walleradin.
70th Regt—Herbert Ringwood.
88th Regt—Charles Stirling and Philip Bulman.

The Commander-in-Chief in India is pleased to make the following appointments:—11th N I—Lieut V A Schalch, Wing Officer, to be Adjutant.

Major W C O'Shaughnessy, 12th Foot, will proceed to England to join the 2nd battalion of his regiment.

Captain H B Hanna, Staff Corps, has passed the examination for the Judge Advocate General's Department.

POSTAL NOTICES.

OVERLAND MAIL.

Letters will be received at the General Post Office up to 5-30 p.m. on Monday, the 30th inst.
Newspapers, Books, and Patterns up to 4 p.m.
Registered Letters up to 3 p.m.
Registered Letters, if fully prepaid, together with an extra fee of two annas, will be received at the General Post Office between 3 and 4 p.m.
Late Letters, if fully pre-paid by means of stamps in respect both of postage and of the *late letter fee* (two annas each), will be received at the Wellington Fort Post Office from 5-30 to 6-30 p.m.
The latest hour for posting ordinary Overland covers at the several Branch Post Offices will be 4 p.m., and registered letters at 3 p.m.
Fully prepaid letters will be received on board the Overland Mail Steamer after 5 p.m. and up to starting time (7 p.m.) by the payment of an additional fee of four annas. All others will be refused.

NOTICE.

ALL Letters, Parcels, and Telegrams intended for HIS EXCELLENCY the GOVERNOR and the PRIVATE SECRETARY, which would reach Government House, Guneshkind, on or before TUESDAY, the 1st proximo, should be sent to that address. Those which would reach Satara not later than the 3rd proximo should be sent to the care of the Collector at that station; and thereafter all communications should be sent to Bella Vista, Mahableshwar, till further orders.

G. H. R. HART,
Acting Private Secretary to H. E. the Governor of Bombay.
Government House, Guneshkind, 18th September 1878.

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees. The announcement must be authenticated.]

BIRTHS.

DEANE—September 15th, at Cocanada, the wife of Mr. A. H. Deane, of a son.
PENN—September 18th, at Ootacamund, the wife of Mr. A. T. W. Penn, of a daughter.

All Money Orders, Cheques, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

TUESDAY, SEPTEMBER 24, 1878.

It is almost impossible for an Englishman to hear with patience that Shere Ali has positively declined to allow Sir Neville Chamberlain's Mission to proceed to Kabul. He is a man whom the Government of India has for years past plied with money and rifles merely to obtain his good-will, and yet on the first occasion when England really wishes to receive a favour from him he refuses it and throws himself into the arms of her great political rival. He is indebted for his very throne to the English, for had it not been for the wealth and fighting material which they supplied him with he could not have held his own against his rivals, and Yakoob Khan would never have been made a prisoner, but would probably have occupied the throne on which Shere Ali is now playing the ungrateful fool. We suppose that Shere Ali is merely a typical Afghan, and as all Afghans are said to be base and treacherous, the lesson the Government of India ought to learn from his refusal to allow the Mission to proceed is a very serious one, and one that is worth learning even at the expense of a little humiliation. The Government of India has been hitherto proceeding on the assumption that it was only necessary to propitiate the Kabul ruler with gifts, and India would be safe from Russian aggression; that if we could only keep him smiling and in good temper with lakhs of rupees and stands of rifles, he would frown terribly on the Russians, and we need have no fear about the Khyber Pass. What has now happened completely exposes the fatuity of such a policy. It is dangerous at all times to put your trust in princes, but it is singularly reckless for a powerful Government to repose its confidence in the honour of an Afghan Prince whose good-will, in the first place, has to be bought and is not spontaneous. England must henceforth place no reliance whatever in the good-will of any Afghan ruler. She must do for herself what she has hitherto expected her bribes to achieve. The man who sells his good-will for a consideration is very likely to sell it again to somebody else if he can only get a better price. With him it is a mere question of plunder, considerations of honour having very little space in his principles. If this is true in the ordinary affairs of life in civilised countries, it applies with much more cogency in such a place as Afghanistan; and when one looks back at the efforts which the Government of India has made to buy Shere Ali's favour he can only wonder that its councils contained no man with sufficient experience of the world to point out that the purchased goodwill of an Afghan or any other man is about as dangerous a security as any Government could rely upon for the protection of its interests. We have no information of course about the bribe which Russia has given to secure the goodwill of Shere Ali, but inasmuch as the Government of India has for the last two years declined to send any subsidy to Kabul, it is not difficult to understand that the Ameer perceived more substantial benefits to lie in a Russian alliance than in the cold and unremunerative political relations which were existing between himself and the Government of India. He has, however, overshot his mark, and it is quite possible, now that he has taken the step of refusing to receive the English Embassy, while at the same time ostentatiously receiving a Russian Embassy, that his cupidity may cost him his crown. It has at all events had the effect of making the scales fall from the eyes of the Government of India with respect to its policy in Afghanistan. It must now see the futility of depending upon any Ameer for the protection of those English interests which lie in Kabul, and so seeing, it will proceed to take vigorous steps for its own protection. These steps will be taken in Afghanistan, and may even reach as far as the citadel of Kabul, when Shere Ali will have an opportunity for reflecting whether he was wise in ignoring the wealth and honours heaped upon him by the English and committing his fate to the care of Russia, the professed rival of England.

The telegrams this morning show that the *Times* has shaken off its usual political ineptitude and declared itself in favour of an imperial policy in Afghanistan. Undoubtedly, if India is considered of any value to England, the present position of affairs in Afghanistan attains the dignity of being entitled to be regarded as an imperial question. Russia looks upon the affairs of Afghanistan in an imperial light, and probably the only person who does not appreciate to the full the grave nature of the crisis that has now arisen through the stoppage of the English Mission to Kabul is Shere Ali himself. It is possible he imagined that by refusing to let Sir Neville Chamberlain advance beyond Ali Musjid he was only causing the Government of India a piece of annoyance in return for the discontinued subsidies and the indifference with which Lord Lytton has treated him and his affairs since the failure of the Peily negotiations. Possibly he was incited to the refusal by the Russian agents, whose arguments would be that no harm could come of it, and that it would be rather good fun to see the Government of India snubbed. Whether or not Shere Ali carefully weighed what would be the effects of his refusal—whether he appreciated the consequences so far as they would affect himself—we do not know; but whether he did or not, the die is cast, and England is placed in a position from which she cannot withdraw with honour until she has reconstructed Afghan politics. The question has ceased to be a local one, fit only for the consideration of the Government of India. It is, as the *Times* says, an imperial one, reviving the Eastern Question again in a dangerous shape; and alike to chastise the insolence of Shere Ali and to take steps by which the frontier of India shall be thoroughly secured from invasion England must prepare herself for an Afghan war. She must once for all come face to face with Russian diplomacy in Central Asia. There is nothing to be gained by any further trifling with Russian diplomatists. If the understanding between the Russian Government and the Court of Kabul is now so complete as it would appear to be by the fact of Shere Ali's rejection of the British Mission and his impudent endeavours to induce Turkey to join in an alliance with Russia—(so that there would be disclosed to the world the strange tripartite alliance of Turkey, Afghanistan and Russia!)—then England's interference with Shere Ali will be certain to bring Russia forward with protests. It is this fact, that a Russian stands hidden behind Shere Ali, that makes the present state of Afghan affairs so serious for England from a national point of view. Russia will be compelled to show her hand, full as it is of the dirtiest tricks known to diplomacy. If Russia does not support Shere Ali in a direct conflict with England, the Ameer will see the value of his Russian alliance; but we think there is every reason to believe that Shere Ali is acting in the full belief and on the understanding that in a quarrel with England he will be materially supported by the Czar. A crisis between Russia and England is certain to come sooner or later over the Eastern Question, and it may just as well occur now when we are quite prepared to meet it. Russia has lied and lied about her intentions in Central Asia until it has become impossible to trust her. She has protested again and again that the last place in the world she wished to have anything to do with was Afghanistan; when Sir Douglas Forsyth a few years ago went to St. Petersburg on business connected with the settlement of the boundary of Shere Ali's territory, Prince Gortschakoff actually protested that he saw no objection whatever to English officers visiting Kabul, "though he agreed with Lord Mayo that "Russian agents should not do so." Yet under this same Prince Gortschakoff's administration, we find Russian agents in Kabul urging Shere Ali to adopt a policy which is a direct challenge to England, and which England dare not refuse to accept unless she desires to see Kabul turned into a Russian town, Shere Ali made a pensioned Russian feudatory, and Russian battalions occupying the Khyber Pass and preparing to march forward upon Peshawur. Lord Carnarvon says that if England must fight Russia, she had better do it in Europe; but this appears to us absurd, because she must fight wherever Russia forces her to fight. If Russia chooses to force the quarrel through Kabul, it will be impossible for England to leave Afghanistan alone, and allow the Russians to march onwards as they please.

The Government of Bombay has been singularly unfortunate recently. It has been continually treading on crooked sticks which have flown up and struck it in the face. It has made every effort to justify itself for political mistakes by organising State prosecutions, but these prosecutions have somehow or other proved signal failures. First of all there was the Bedford prosecution at Sholapore. In order to take the blame off the railway police, and thereby relieve the Government from all responsibility in connection with the grain robberies, it was deemed necessary by the astute authorities that a number of the railway servants should be convicted of theft or fraud or any other crime that would suit the purpose. Bedford was one of the victims selected for prosecution. A very good case was got up against him on paper. To look at the collected evidence was sufficient to raise the instant belief that Bedford could not possibly escape. But when the case came into court, the case assumed quite another aspect. Encouraged to speak the truth the witnesses turned round upon their former statements and said they had been instructed by the police to tell lies against the prisoner. The case that looked so nicely on paper thereupon broke down, and Government was compelled to let Bedford go forth a free man, and was to be congratulated because it had only succeeded in ruining his prospects. Then came the Dewey trials; but everybody knows the history of these; so we need say no more than that again the Bombay Government was unfortunate in being only able to ruin a European instead of succeeding in getting him thrown into jail on a false charge and ruining his prospects besides. The next case in which Government has played the part of prosecutor is what is known as the Surat Editors' Trial. After the Surat riots, Government would not believe that the thoroughly objectionable nature of its own licence-tax schedules was in itself an incentive to an ignorant mob to rise in opposition to the authorities, so it hunted about for some people whom it could accuse of instigating the fatal disturbances. By some diligence on the part of an individual called Motilal, who seems now to occupy a high and responsible position in the police because he was once the puttiwalla (or something like that) of a Member of Council, the editors of the vernacular press and some other persons were discovered who were likely to make good victims. After a weary trial—in which witnesses who had previously charmed the police by the readiness of their statements quite disgusted Motilal and his subordinates and friends by denying what they had said before, and blaming the police for teaching them to perjure themselves—the case has ended in the acquittal of the prisoners. We congratulate the editors on their narrow escape from being sent as scape-goats into jail to bear away the sins of the Government. At the same time, we cannot but feel some commiseration for the unfortunate Government of Bombay. It has not been successful in any one unjust prosecution of any public moment, and all it has achieved, at the cost of bringing an immense amount of discredit upon itself, has been the ruin of one or two mere European persons, and the approximate ruin of a number of natives, who to save themselves from the dishonour of imprisonment had to sell all the jewellery of their wives and families. These are but poor scalps to show after such an extensive tomahawking expedition as the Bombay Government has recently been at the pains to organize, and we feel quite inclined to join the Governor in a sympathetic tear over his failure to prove the excellence of his administration by a series of tyrannical State prosecutions. He ought to persevere, however. Some day he may prove marvellously successful. He can surely find more Dossabhoy Framjees at hand than one to suit his purpose.

NOTES BY THE WAYSIDE.

[BY OUR OWN BLIGHTED BEING.]

("What doth ensue)
But moody and dull melancholy,
Kinsman to grim and comfortless despair,
And at his heels a huge infectious troop
Of pale distemperatures, foes to life!"
Act I. Sc. II. "*Two Dismals.*"

Despondent and miserable under the continual soak and slush of the Bombay monsoon, tired of plunging ankle deep in Gymkhana and Bandstand mud, and weary and dyspeptic after a long course of Bombay hotel "Irish stew" and muscular *morghies*, I determine, as I spasmodically endeavour to draw on a pair of fungoid covered boots, that I will hence and away from the land of paddling ducks to other realms where the sun and blue sky of heaven are to be seen, and where I can become once more thoroughly dry. Ramming, therefore, some Rowland's odonto, blacking, damp clothes and other toilet requisites into an old cash box (to give the idea of unlimited wealth), and presenting my Europe hat to my Portuguese cook as a sign and token that I am leaving civilised life, I place myself by the side of a buggywallah of the period who has left all his clothing at home to dry, and after a weary plashing through the bazaar of Bombay, succeed in reaching the palatial pile of railway station buildings at Boree Bunder, and take my place in the Poona train! Three fellow passengers in the carriage into which I get, all look up with a morose and angry scowl—one scowling more particularly angrily and morosely from his having apparently already lost his ticket; but feeling, however, as last comer that it is incumbent on me to sacrifice my own feelings for the general good, I, with that easy grace for which I am so distinguished in private life, endeavour to promote the harmony of the meeting by making some original and cheering remarks respecting the continuance of the wet weather. These remarks, I regret to have to confess, meet with no response, and I think worthy of remark here, as an interesting philosophical fact as exemplifying the morbid depths of despair to which the human mind can descend under adverse climatic influences, that my fellow travellers suddenly became speechless, and were at once absorbed in that day's issue of three damp copies of your Church Gate Street contemporary. Throwing thus upon my own resources for amusement to while away the time as we pass through the steamy, squashy paddy-fields of the Deccan, I consult at intervals my wet-bulb thermometer, which I always carry with me, and take its bearings; but the prospect improving as we ascend the ghauts, I dispense with that instrument and my pocket handkerchief at the same time, and take refuge in my pocket-book; my spirits, under the improved appearance of things, rise; and under the influence of an increased proportion of ozone in the atmosphere and of a little weak brandy-and-water, I fill my note-book with such ravishing descriptions of the flora, fauna, geology, and the tumbling waterfalls and ferny dells of the scenery through which we are passing, that tears involuntarily rise to my own eyes in the writing, and would to those of your own in the reading, were you not an editor. I must here inform you that copies of these notes would on this occasion have been cheerfully placed at your editorial disposal, but that I know from past experience all my poetical effusions are invariably eliminated from my communications, and my descriptions reduced to the matter-of-fact prosaic level which you consider adapted to the Bombay British public. No matter: I will simply content myself by saying, that as "the curfew tolled, &c.," I arrived at Poona tired and hungry; but Poona being out of the pale of civilisation and in the jungle, the General Traffic Manager, with a due regard to the morality of the railway staff, has commendably removed temptation from their path, and neither bit nor sup can be obtained within the Company's precincts. Bidding a fond adieu to my fellow-travellers, one of whom I leave on the platform divesting himself of his boots and sundry other articles of clothing in a last frantic search for his ticket, and the other two making a formal complaint to the station master respecting half a bottle of Exshaw's No. 1, which they alleged had been abstracted from their persons whilst they were asleep on the ghaut, I rush madly out into the outer darkness, through rain and mud and a war of the elements to the nearest hotel in quest of food,—which I obtain; but I have to this day never thoroughly recovered from the effects of that dinner—the sudden rush at 40 miles an hour through the raging tempest, the short time allotted for the work, and the over-exertion I made to do my duty in that sphere in which I was placed, undermined a naturally fine constitution, and which, I regret to say, has now become a mere dilapidated and flabby wreck. Stowed away in my carriage again, I passed the night in horribly distempered visions of a Parsee hotel proprietor with a regretful eye, distributing portions of pink beef and hot water gravy at Rs. 3 per head; and I was glad when the rays of early dawn broke their way foggily into the carriage and dispelled my dreams—

"Dark on our journey loured the opening day,
Wild were the hills, and bad the permanent way."

And now, geologically speaking, I am out of the trap and into the hypogene schists, or out of the frying pan into the fire—the inequalities of which (that is, the hypog

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

(FROM OUR SPECIAL CORRESPONDENT.)

OPINION IN ENGLAND ON THE AMEER'S REFUSAL TO RECEIVE THE BRITISH EMBASSY.

LONDON, SEPT. 23, 4 P.M.

The Ameer's refusal to receive the British Embassy has created a great impression in England. The funds have fallen three-eighths. The *Times* considers that the affront has been inflicted before the eyes of all India, and that a question which has hitherto been chiefly Indian, now becomes an Imperial question of the greatest magnitude. The *Pall Mall Gazette* thinks that Russia will probably withdraw her Embassy, but secretly encourage the Ameer to proceed against the Government of India.

THE SURAT EDITORS AND OTHERS HONOURABLY ACQUITTED.

SURAT, SEPT. 23.

Goolabdas Bhaidas and the five other prisoners were honorably acquitted to-day at 12-30 noon.

SURAT, SEPT. 23.

Mr. Pollen gave judgment this afternoon in the Surat editors' case. The Court and grounds were crowded by packed masses of natives. All the counsel have left for Bombay. Mr. Pollen did not read through his judgment, which covers 93 pages of foolscap, but made only a few remarks, saying that he entirely agreed with the assessors and acquitted all the accused. He was totally unable to credit the evidence of the Borah witnesses, Cassiram Nurrotum and others, who had not turned round. Their evidence was sufficiently displaced by the Bombay witnesses. At the same time it would be eminently unsafe to rely on the evidence of witnesses who had turned round. He did not believe all that they had stated against the police and against the leading members of the local bar.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

THE *TIMES* AND THE AFGHAN QUESTION.

LONDON, SEPT. 23.

The *Times*, in discussing the refusal of the Ameer to receive the British Mission, considers it an affront involving the gravest consequences, and says that the question is now becoming an Imperial one.

SPEECH OF LORD CARNARVON.

Lord Carnarvon, speaking at Teversale (?) said that if England was jealous of Russian intrigue and influence in Afghanistan, it would be better to meet the Russians in a fair fight in Europe then entangle ourselves in an Afghan war.

The *Daily News* takes the same view of the matter.

OPINIONS IN ENGLAND ON THE SITUATION.

Anxiety is felt in high quarters lest the Viceroy of India should have recourse to diplomatic action with Cabul, whereas it is felt that the occasion demands that prompt military operations should be taken, because the insult offered by the Ameer to England, before the whole of India, unless promptly avenged, may have disastrous results. It is considered not to be a matter for negotiations with Russia but for action on the Indian Government's own responsibility.

THE AMEER AND THE PORTE.

CONSTANTINOPLE, SEPT. 22.

The Envoy from the Ameer of Afghanistan, who arrived here a few days ago, is seeking to induce the Ottoman Government to conclude an alliance with Russia.

Negotiations are now proceeding between Russia and Turkey for a definitive Treaty of Peace, confirming the indemnity to be paid to Russia, and regulating the commercial relations between the two countries.

THE KING OF BURMAH.

RANGOON, SEPT. 23.

Up to the 15th instant the King of Burmah was alive, although he had been very ill, but was likely to recover. All precautions have been taken to prevent a disturbance in the event of his death. All the Royal princes but three are secure inside the Palace; two are in the British Residency and the remaining one at large. The Palace is filled with soldiers and the gates are closed. Everything is perfectly quiet, and no telegrams are passing.

STEAMER MOVEMENTS.

SUEZ, SEPT. 21.

The B. I. S. N. Company's steamer Navarino, outward bound for Calcutta, &c., departed from here to-day.

ADEN, SEPT. 21.

The B. I. S. N. Company's steamer Manora, homeward bound from Persian Gulf and Kurrachee, departed from here to-day.

The B. I. S. N. Company's steamer Assyria homeward bound from Persian Gulf and Kurrachee, sailed from here to-day.

LONDON, SEPT. 20.

The Liverpool Cotton Market closed dull.
The London Cotton Market has been flat.
Fair Dhollera 6¼
Exchange on India 60 days' sight..... 1-7 11-16.
4 per cent. Rupee Paper 83
4½ per cent. do. 83¼
3 per cent. Consols for Account 95½
5 per cent. French Rente, 1872 ..... 113½
Bar Silver ..... 51½ to ⅝
Oriental Bank Shares..... £39½
Chartered do. do. £28-10
Do. Mercantile Bank Shares ..£28-10
Hongkong and Shanghai £40
About £125,000 have been paid into the Bank of England.
Arrival.—Zephyrus, Counsellor, and Sceptre.

THE MONSOON.

SEPTEMBER 22, 10 A. M.

THE only feature of importance in the meteorology of the past three days has been the continued slow advance to the north-north-west of the barometric depression and cyclonic vortex formed near the head of the Bay of Bengal five days ago. The centre this morning was a short distance north of Calcutta, where the barometer was very low. It has given fair rain up to the present time to the coast region of Burma, Arracan, and Bengal. Local rain continues at a few stations, including Bombay and Jubbulpore. The eastern districts of the N.-W. Provinces have received occasional showers, giving moderate rain during the past three days. Strong winds are prevalent to-day in Assam and Eastern Bengal in consequence of indraught to cyclonic vortex. Winds are generally light and weather sultry in Northern India.

COAST WEATHER REPORTS.—SEPT. 23.

CARWAR, 5 p. m.—Weather cloudy; wind west 6; thermometer 82. Fall of rain 40 cents.

MANGALORE, 4 p.m.—Weather raining; wind S.E.' S.W. Fall of rain 1 inch 3 cents.

TUTICORIN, 3-8 p. m.—Weather fair; wind S. W.; thermometer 95; barometer 29-78.

VINGORLA, 5 p.m.—Weather variable; wind W. moderate; thermometer 85. Fall of rain 1 inch 51 cents.

RAINFALL IN BOMBAY.

	Colaba.		Fort.		Byculla.	
	In.	cnt.	In.	cnt.	In.	cnt.
Previously registered...	102	37	110	32	108	42
Sept. 22 Sunday	0	25	.....		.....	
„ 23 Monday	.....		0	8	0	18
Total.....	102	62	110	40	108	60
Fall up to 22nd Sept. 1877.....	59	40	.....		.....	
„ „ 23rd „	.....		59	67	59	32

NOTE.—The returns from the Fort and Byculla are made up to 6 p. m. each day. The return from Colaba is up to midnight.

RAINFALL IN THE MOFUSSIL.

(*From our own Correspondents.*)

AURUNGABAD, 20th Sept.—There has been a break in the rains, which was much needed for the crops, but there are occasional very heavy downpours of rain. The total quantity gauged to dates is 26·14 inches.

HINGOLEE, 19 h.—47·42 inches of rain have fallen to dates, and no appearance of a break. Crops are much damaged from the excessi vemoisture. This season is very unhealthy indeed.

JALNA, 21st.—A slight break in the weather. Over the average quantity of rain has fallen, and we yet expect very heavy showers from our return monsoon.

BEHAR, 19th.—Cotton and other crops have suffered from too much rain, but a beneficial break in the weather we now have promises well, and it is expected that the harvest will be very good this year if the break continues.

MOMINABAD, 20th.—A fine monsoon we have had this year, but the rascally grain merchants have increased the prices of all cereals for the reason that we have had too much rain.

A *Bombay Gazette Extraordinary* published yesterday a Financial Notification, extending the time for surrendering notes of the 5½ per cents. Loan for transfer to the transfer loan until October the 7th, as many holders were unavoidably prevented from surrendering on the 16th inst.

WE learn that the bridging of the Dhond-Manmad railway will not be commenced this year. The portion of this line from Nuggur to Dhond will re-open for traffic from the 15th proximo, and from the 1st November through traffic, Manmad to Dhond, will be resumed.

WE hear that Mr. Beynon, Superintendent Revenue Survey and Settlement Operations in the Hyderabad Assigned Districts, retires from the service in November next. Mr. Beynon refused the terms—H. S. Rs. 2,000 we believe—offered by H. H. the Nizam's Government, his demand being Government Rs. 3,000 per mensem. The Revenue Survey and Settlement of H. H. the Nizam's Government is now to be divided into two departments, as it is expected some saving will be effected by transferring the divisional and a few engineers and subordinates from the P. W. D. to the newly created Revenue Department. In connection with this department, a separate one, called the "Gazetteer Department," is to be organized. Aurungabad, we hear, has already commenced compiling its gazetteer at the request of the British Resident at Hyderabad.

MAJOR-GENERAL A. C. SILVER, Madras Infantry, Commanding the Northern District, and now at home on medical certificate, has sent in his papers, and has been permitted to resign the service.

IT is rumoured that on the occasion of her investiture by the Duke of Buckingham with the Imperial Order of the Crown of India, the Princess of Tanjore will throw off her gosha veil, and appear in open Durbar.

THE New Chief Secretary to the Goa Government, Senhor Sa Nogueira Balsemao, is expected to arrive from Portugal at the beginning of next month, when he will, in addition to his own duties, take charge as acting Governor until the arrival of the new Viceroy, the precise time of whose coming has not yet been notified.

THE Army Sanitary Commission have noted on the Report of the Madras Municipality for 1876-77. Owing to the famine—the great influx of starving people, and the dread of pestilence—another direction was given to sanitary work, and except in the usual departmental details, the report is principally devoted to an account of the events of this period and the temporary measures adopted for saving life. From data furnished by the report it would appear that there was an augmentation of mortality among all classes, and that the result of the famine was to raise the death-rate of Madras over the entire resident population (including, of course, deaths among non-residents) to the extent of 26·6 per 1,000.

WITH reference to the statement we published yesterday concerning the *Pioneer's* Baboo accountant, who failed to appear at the office, that he his under no accusation, though he was perhaps needlessly alarmed for the possible consequences to himself from the discoveries made. It is mainly owing, we believe, to Mr. Dare's good management that the irregularities have been brought to light, and he (who was the acting manager) now supersedes Mr. Savielle in the superintendence of the *Pioneer* Press.

IN a review of the Customs Report for Calcutta, the *Englishman* remarks, "There was a large decrease in the exports of treasure which amounted during the past two years to 10 lakhs and 4½ lakhs, respectively, compared with 75 lakhs in the two previous years, the flow of cheap silver being into Calcutta. The exports of merchandise increased by 4½ crores in value, the principal increases being in linseed, raw jute, indigo, wheat, rice, jute bags, castor oil, raw skins, myrabo lams and teel seed; while there were decreases in the shipments of raw cotton, sugar, lac, raw silk and silk piece-goods, jute cloth, dressed skins, catch and ginger. The Collector of Customs remarks that 'the fall in the exchange between India and Europe, consequent on the great depreciation in the value of silver, was extremely favourable to exports from this country, as it enabled shippers to purchase with the silver that was obtainable cheap in Europe, the staples of India, where silver forms the current coin, and there is no restriction on coinage on private account. Under these circumstances the great increase in exports may be considered to a certain extent as exceptional, due rather to the state of the money market than indicative of a steady expansion of trade; and a decline in exports may be looked for, caused by a rise in the prices of food grains and other staples.' This appears to be a correct view of the matter. Cheap silver will continue to flow into the country for coinage into rupees, until, with the increase in the quantity of the circulating medium, prices of commodities rise, causing a diminution in the abnormally large exports of country produce, as well as in the great imports of silver. Matters will thus adjust themselves naturally, but in the meantime the high price of food produce causes great distress among the labouring classes until—and this period may be painfully slow in coming,—a further adjustment takes place by a rise in the prices paid for all kinds of labour. This is the natural course of adjustment, uninfluenced by human foresight, provident care or ingenuity, which arranges itself mechanically, without any regard for human interests, and unmoved by any feeling of sympathy or compassion for the pain and distress caused by the disturbances which take place during the adjustment. This trusting to Fate or Providence to adjust matters which require to be controlled by human forethought and skill, may be compared to similar conduct on the part of the master of a vessel under full sail, who, when he saw a storm coming on, trusted to the 'automatic tendency of all things to an equilibrium,' and counselled his chief officer to adopt a 'course of masterly inactivity,' the result being a natural adjustment of the vessel, either by its floating bottom upwards or sinking beneath the sad sea waves."

THE *Statesman*—Many men may be disposed to regard Colonel Macdonald's official degradation as a warning against too much zeal in the public service; and no doubt if a man's chief aim is to rise in the service, to gain the good will and assistance of his superiors in office, to be personally popular, and after a so-called successful career to retire under the glory of a farewell supper, and a Government resolution acknowledging his great public services—if such be a man's chief aim, let him read Colonel Macdonald's case and take warning. Let him shut his eyes hard to incapacity and corruption in high places,—let him wink at the squandering of public money for which his superiors are responsible,—let him keep a silent tongue in his head and make obedience to superiors the ultimate law of his life, in supersession of the decalogue and all other codes whatsoever; and if he can at the same time judiciously toady the men in power, and especially if he possesses a persuasive wife, his promotion is sure. It ought, however, to be mentioned that if Colonel Macdonald has suffered, the public has gained enormously through the service for which he has been punished by the Government of India. The result of his exposure of abuses (he was aided, it must be said, by many other surveyors who wrote in our columns) has been a complete remodelling of the department, the abolition of a costly appointment, and a general reduction of some four lakhs in the expenditure. For this he was punished, degraded, by the Government of India. How Lord Lytton ever lent himself to such weakness, it is difficult to imagine. Surely if a dispassionate Viceroy would weigh the results arrived at against the way in which they were brought about, he would not consider himself justified as Head of the State in degrading the officer who rendered so great a public service.

BY the last mail was forwarded by the Secretary of State to the Government of India for information and remark, a file of correspondence on the subject of Railway communication between Europe and India. From the correspondence it appears that Lord Blantyre has been urging the opening of negotiations with the Turkish Government in view to the construction by British agency of a railway through Asiatic Turkey from the Mediterranean to the Persian Gulf. Commercially and politically Lord Blantyre attaches great importance to the immediate construction of such a line, and his views seem to have the hearty support of the Turkish Government. The project, however, would necessarily involve that Government in certain political and financial obligations, and until the Porte had accepted these, Lord Salisbury thinks it would be premature to discuss practical details. As to the exact route of the proposed line, Mr. McBean, C.E., who seems to have fully studied the subject, points out that there are 250 miles of railway to construct in Servia (which the Austrians are about to undertake) to complete the communication through Europe to Constantinople by Brussels, Frankfort, and Vienna, the shortest route, making the distance from London to the Bosphorus about 2,034 miles. Thence the line would run by tunnel to Scutari to join the line to Broussa with Europe, and from Broussa to Tarsus and Iskanderoon, thus opening up Asia Minor through its centre. The section from Iskanderoon through the Beilan Pass by Antioch and Aleppo to the Euphrates at Balis and along that valley to Hit, thence to Bagdad on the Tigris and terminating at Mohammerah, is about 890 miles long, and with the exception of the Euphrates and Tigris rivers, easy of construction. From Iskanderoon to Bussorah, an independent line, or the middle section of a through route to India, would, it is thought, be self-supporting, developing an enormous trade between Europe and Asia, and drawing the trade of Persia, Arabia, and Mesopotamia to it. The country is fertile with abundance of water, and the construction of this section alone would effect a saving of 3 or 4 days between London and Bombay and give an alternative route to the Suez Canal. The cost of such a double line (connecting the Mediterranean with the Persian Gulf) is estimated at £12,000,000, which it is anticipated would yield 5 per cent. profit under English management. The construction of the line from Mohammerah along the shores of the Persian Gulf and the coast of Beluchistan to Kurrachee has been estimated at £24,000,000, or an average rate of £15,500 a mile. Thus the entire distance from Constantinople to Kurrachee would be 3,235 miles, of which 150 miles (from Scutari to Broussa) are constructed.

THE Russian *Exchange Gazette* in a leading article dwells on the importance, politically and militarily, of a railway from Orenburg to Peshawur. The subject of railway communication in Central Asia, the writer explains, was raised at the Congress convened at Paris for the development and improvement of communications. There, the French Engineer, Kotar, declared himself in favour of the Orenburg-Peshawur (as against the Anglo-Persian) line, both of which projects he had studied with M. Lesseps. But the premises on which he founds this conclusion are singularly airy and speculative. He confidently asserts, for instance, that the Orenburg line would monopolise the whole of the Suez Canal passenger and goods traffic; the passenger traffic yearly through the Canal, M. Kotar says, is 80,000, the annual increase being 5,000. By the time the Orenburg line was finished this number would have increased to 100,000; and from all this M. Kotar works out a satisfactory dividend for shareholders. M. Kotar, however, failed to convince the Congress and the French Press, an eminent writer in which apparently reflected the general opinion, by commencing an article on the subject in these words:—"If, my dear friends, in three or four years you see on the fourth page of the newspapers an advertisement regarding a subscription to the shares or bonds of a Central Asian Railroad, beware of your pockets, and take out only what you can afford to spend on charity." The *Exchange Gazette*, however, while referring to some of the objections that exist to such a project in general, and to M. Kotar's proposals in particular, argues that if Russia is to pursue an active Central Asian policy, the complete success of that policy cannot be better ensured than by the construction of a railway from Orenburg to Peshawur.

DEPARTURE OF H. M.'s S. S. TAMAR.

THIS transport, Captain W. H. Liddell, 2,034 tons, sailed yesterday for England, with the following officers and their families:—Lieut. and Mrs. Lyster and child, of the 24th N. I.; Quarter Master and Mrs. Costelloe and 4 children, of the 43rd Regt. L. I.; Captain and Mrs. Mansergh, of the 2-17th Regt.; the Hon. Captain J. Stewart, of the 12th Lancers; Dr. Burke, and Conductor Kennedy, of the Ordnance Department.

CRICKET.

BOMBAY vs. MOFUSSIL.

THIS match was begun yesterday on the Bombay Gymkhana ground. The ground was dead from the copious rain that has fallen; but with the exception of a trifling shower none fell during the course of the game. Bombay took 1st innings, and things had a rather gloomy look when the first two wickets fell for no runs. But on the partnership of Harrison and Cooke-Collis runs came more freely, the former making 34 and the latter 27. Cameron too contributed 22, which, with smaller items, brought up the total to 156.

The mofussillites at the end of nearly two hours' play had scored 64 for 3 wickets, the retiring batsmen having all got into double figures. The game will be continued to-day.

THE TRANSFER LOAN.

THE following Notification by the Government of India was issued in a *Bombay Government Gazette Extraordinary* yesterday:—

NOTIFICATION.

Simla, 23rd September 1878.

It having been represented to the Secretary of State and the Government of India that many holders of the Notes of the Five-and-a-half Per Cent. Loan of 1859-60 were unavoidably prevented from surrendering their Notes for transfer to the Transfer Loan, 1879, by noon of Monday the sixteenth day of September, the Governor General in Council is pleased to notify that Promissory Notes of the Five-and-a-half Per Cent. Loan will continue to be received in India or London under the sixth and seventh Clauses of the Notification No. 2005, dated 12th August 1878, to be exchanged for Notes of the Transfer Loan, 1879, in either the first or the second form, until noon of Monday the seventh day of October next.

2. If the owner of any Note of the said Five-and-a-half Per Cent. Loan cannot actually deliver it before noon of Monday the seventh October next, the surrender may be provisionally accepted upon the owner's personal written guarantee (which need not be stamped) that he will deliver the said Note duly receipted as soon as it comes into his possession, provided that the Bank or Treasury Officer is satisfied that the guarantor will be able to give a legal receipt for the contents of the said Note, and that the delivery of no Note thus provisionally surrendered will be accepted after the eighteenth day of November, 1878.

3. Tenders will be received under the Ninth Clause of the said Notification for only as much of the sum of Ten Crores of Rupees as will remain after deducting the amount of the Notes of the said Five-and-a-half Per Cent. Loan which may be surrendered under this Notification as well as the amount of the Notes taken, amounting to about Seven Crores of Rupees, which have been already surrendered under the Notification No. 2005, dated 12th August last.

THE NEW COLABA COMPANY.

THE sixth annual meeting of the shareholders of the Company was held yesterday afternoon for the purpose of receiving the accounts to 30th June last.

Mr. Mathew, the chairman of the board of directors, presided.

The notice convening the meeting having been read, the chairman addressed the shareholders as follows:—

GENTLEMEN,—The statements of accounts and the directors' report which have been circulated to you contain full particulars as to the position of the Company and of the transactions of the year ended 30th June, 1878. You will observe that some heavy losses have been written off, and that full provision has been made for depreciation of machinery. In the Mill expenses a reduction of over Rs. 2,000 a month has been effected, and in the last half year the mill has notwithstanding the unfavorable condition of the market been working to profit. You will be pleased to note the consolidated lease of your property has at length been obtained from Government, and that you are now in a position to give satisfactory title to any one who may wish to build upon your lands. The active competition of the other foreshore owners has forced your directors to greatly reduce bunder fees and land rents, but the undue competition has not been injurious to the Colaba Company only, and it may fairly be expected that before long some arrangement will be made to protect the cotton and other trades from disturbances, and to afford a more fair return on the foreshore properties. On this subject you are aware that Government has during some time been negociating for the purchase of your foreshore rights, and that your directors, at the request of Government, made a final offer to sell your bunders with a slight margin of land, for a sum under 20 lakhs. Looking to the value of your property, your directors deemed the price to be the lowest for which the property should be sold. In connection with all others interested in the trade and prosperity of Bombay, you have reason to deplore the delay which has occurred in the carrying out of the Rajpootana Railway to connect Bombay with Delhi, but that work is now being proceeded with the whole of the earthworks of the first length from Ajmir to Palleinpore, and Delhi, which Government has determined to make on the broad or main line gauge, have been completed, and with knowledge of the experience which Government has had of the costliness of delays in railway construction, we may fairly expect that it will soon be completed. I take the desire to take this opportunity for expressing my sense of the very satisfactory manner in which the Company's affairs have been and are being conducted by Mr. Hector the Secretary and Treasurer. The Company's accounts are in good order, there are not any arrears of charges or liabilities, and due provision has been made for depreciation. The dividend is certainly small, but the report and accounts contain a full explanation, and all the circumstances considered we may, I think, confidently look forward to doing better next time.

The following resolutions were then carried unanimously:—

Proposed by Mr. J. R. Duxbury, seconded by Mr. Jehangir Goostadjee, "That the directors' report and the statements of accounts for the year ended 30th June 1878, now submitted to the meeting, be approved and confirmed."

Proposed by Mr. Hurkisondass Nurrotumdass, seconded by Mr. Ramjee Madhowjee: "That a dividend of Rs. 15 per share out of the net profits for the year ending 30th June last, after providing for special charges and depreciation of buildings and machinery, as recommended by the directors in their report, be paid on and after the 3rd October proximo, to the shareholders of the Company whose names stand on the register this day."

Proposed by Mr. Sorabjee Shapoorjee Bengalee, seconded by Mr. Sorabjee Framjee Patell, "That Mr. Tapidass Varzdass, and Mr. Khursetjee Rustomjee Cama, who go out by rotation, be re-elected directors of the Company."

Proposed by Mr. N. M. Wadia, seconded by Mr. Sorabjee Cowasjee Powalla, "That Mr. C. F. Farran having resigned the board at the invitation of the directors, on his return to Bombay, the shareholders do hereby confirm the appointment."

Proposed by Mr. Tapidass Varzdass, seconded by Mr. Cursetjee Jehangir Tarachund, "That Mr. Jehangir Goostadjee and Mr. D. D. Cama be appointed auditors for the current year, and that their remuneration be Rs. 250 each."

The meeting terminated with a vote of thanks to the chairman for his able conduct in the chair, proposed by Mr. S. S. Bengalee and seconded by Mr. N. M. Wadia.

THE BOMBAY PRESIDENCY CENTRAL RIFLE MEETING.

(FROM OUR OWN CORRESPONDENT.)

POONA, SEPT. 21.

THIS meeting commenced on Friday morning, on the Wanowrie Ranges, and will be continued on Monday, Tuesday and Wednesday next week. So far, the weather has not been by any means favourable, and the shooting generally has not been good; but still there have been some full scores made individually. Two "possibles" have been recorded, Sergt. Instructor Tait (2nd Queen's) having put on seven consecutive bull's eyes during a gale of wind at 500 yards (Inter-Regimental matches) on Friday, and Pte. Wardle (2nd Queen's) scoring 32 (increased to 35 by the three points added) in the Any Rifle Handicap at 800 yards to-day. Sergt. Bowings (2nd Queen's) scored 34 and 33 in two matches at 500 yards, and Sergt. Harrison put on 30 and 29 (increased to 32 by the three points added) at 800 yards. Some of the Bombay Volunteers' names will be found in the prize lists, which so far have only been issued in an incomplete form. On Monday the two team matches (for the Deccan and Poona cups) will be shot off, and the Commander-in-Chief is expected to be present.

The Bangalore Volunteers match, 'the first series of which I sent you the other day, will probably be continued on Tuesday and Wednesday.

The following are the only winning scores I am able to send you to-day:—

CIVIL SERVICE PRIZES.

		Corps.	Total.
1.	Pte. Turner	2nd Queen's	32
2.	Captn. Yule	2-11th Regt.	30
3.	Pte. Griffiths	2-15th Regt.	28
4.	Lieut. Cust	2nd Queen's	26
5.	Sergt. Carreras	G. I. P. R. V.	26
6.	Pte. Wardle	2nd Queen's	24
7.	Lieut. Colloton	2nd Queen's	24
8.	Lce. Corpl. Hawks	66th Regt.	24

RIFLE GATHERING STAKES, 700 YARDS.

		Corps.	Total.
1.	Sergt. Carreras	G. I. P. R. V.	31
2.	Pte. Turner	2nd Queen's	28
3.	Mr. Pestonjee	W. I. R. A.	28
4.	Sergt. Pennick	G. I. P. R. V.	25
5.	Sergt. Harrison	2nd Queen's	24
6.	Lieut. Cust	2nd Queen's	24

NURSERY PRIZES.

		Corps.	Total.
1.	Vol. Nicolson	B. V. R.	23
2.	Col. Sergt. Swanson	2-11th Regt.	23

RIFLE GATHERING STAKES, 500 YARDS.

		Corps.	Total.
1.	Sergt. Stewart	2-11th Regt.	32
2.	Sergt. Carreras	G. I. P. R. V.	31
3.	Col. Laughton	Bo. S. C.	29
4.	Captn. Yule	2-11th Regt.	28
5.	Pte. Macfarlane	2-17th Regt.	28
6.	Lieut. Cust	2nd Queen's	26

NURSERY PRIZES.

		Corps.	Total.
1.	Col. Sergt. Hatherley	2-17th Regt.	24
2.	Lce. Corpl. Sanders	2-17th Regt.	24

INTER-REGIMENTAL (EUROPEANS), 200 YARDS.

		Corps.	Total.
1.	Pte. Hughes	2-11th Regt.	30
2.	Col. Sergt. Pearson	2-11th Regt.	30
3.	Lce. Corpl. Corby	2nd Queen's	28
4.	Pte. W. Carter	2-15th Regt.	28
5.	Pte. Griffiths	2-15th Regt.	28

THE DECCAN SWEEPSTAKES.

		Corps.	Total.
1.	Lce. Corpl. Murray	B. R. V.	30
2.	Pte. Bartlett	66th Regt.	29
3.	Pte. Wardle	2nd Queen's	28
4.	Lieut. Smith	B. R. V.	28
5.	Pte Vaughan	2-17th Regt	28
6.	Lieut. Rodick	7th Fusiliers	28
7.	Sergt. Preston	B. R. V.	28
8.	Pte. C. Carter	2-15th Regt.	27

THE CLOSING OF THE POONA RACES.

SATURDAY, 21st SEPTEMBER, 1878.

(FROM OUR OWN CORRESPONDENT.)

POONA, SEPTEMBER 22.

THESE races which were to have taken place last Thursday, but were put off on account of the heaviness of the course, we ran yesterday; unfortunately Saturday turned out a very wet day, and hardly a worse day could there have been for racing. There were three lotteries for the Winners' Handicap, and one for the Galloway Handicap, and the following are the prices at which the horses were sold:—

WINNERS' HANDICAP.

	Value Rs. 13,930 1st Lottery.	Value Rs. 3,470 2nd Lottery.	Value Rs. 3,535 3rd Lot.
Lochiel	140	90	55
Albert Edward	50	10	10
A. A.'s Stable	340	300	300
King Arthur	210	250	290
Wavel	20	15	15
Cardigan	310	100	340
Wabdan	150	120	110
Aga's Stable	220	200	140
Crosbie's Stable	220	160	100
Navarino	90	60	75
Rocket	170	160	100

GALLOWAY HANDICAP.

	Value Rs. 1,855
Dutchman	190
Judge Advocate	200
Regent	95
Symington	150
Versatile	200
Albert Victor	20

1ST RACE—Pony Plate—Rs. 200. For all ponies 13-2 and under. Weight for inches 13-2 to carry 9st. Previous winners once 4lbs., twice 7 lbs., oftener 10lbs extra. Entrance Rs. 20. To close and name at 7 A. M., the day before the race. Maidens allowed 7lbs. Distance half mile.

	st. lbs.		st. lbs.	
Major Crabbie's	c a p Little Ben.	8 11	Mr. Baldock	1
Capt. Scourfield's	b c b Leoboldt	8 4	Cozens	2
Mr. Herbert N's	b c b p Young Silver	7 13	Bowen	0

This was really a pretty race. Little Benn was the favourite, and landed a winner by a clear length. Time 2-30.

2ND RACE—The Grand Annual Steeple Chase—Rs. 1,000 from the Fund for all Horses. Weight for age and class raised 2 stone. Winners once to carry 3lbs, twice 4lbs, oftener 7lbs extra. Maidens allowed 7lbs. Entrance 1st July 2 G. M., 1st August 3 G M, 1st September 5 G. M. the day before the race To close and name at 7 A. M. the day before the race. Distance about 3 miles. Riders who have never won a Steeplechase allowed 4 lbs. In this Steeplechase the full amount will only be given if 5 Horses bona fide the property of Officers of the Army and in different interests start if 4 start ¾ will be given, if 3 start ½ will be given. No added money given for a W. O.

	st. lbs.		st. lbs.	
Mr. Herbert's	b a g Spec	11 8	Capt Hickman	1
Capt Steeves	c a g Prince Charlie	10 11	Clay	2
Mr Park's	b a g Kilmore	11 7		3
Capt Gambier's	b a g Kangaroo	10 11	Jack	0
Mr. Stevens'	b a g Gaylad	10 11	Mr. Conran	0

There were six horses entered for this race, but only five faced the Starter, Yanathan being unable to procure a rider. Kilmore and Prince Charlie were fresly backed, while Kangaroo was not without his supporters. Few, if any, thought of Spec. Spec however was ridden by Captain Hickman, who, at the start jumped off with the lead and kept well to the front. He was only once tackled by Prince Charlie, when he fell back a little, but soon afterwards picked himself up again, and taking the lead to the end. Time—7m. 42s.

3RD RACE.—Winners' Handicap—Rs. 600. Forced for all Arabs and C. B. Winners during this Meeting. (G. B. races excepted). Entrance 5 G. M. Optional to all Arabs and C. B. Losers and horses that have run in closed races an entrance of 3 G. M., 1 G. M. forfeit. Top weight to be at the discretion of the Stewards. Entries to be made by 7 A. M. the day before the race. Handicap to be published by 9 A.M. Acceptances to be in the box by 2 P. M. Distance two miles.

	st. lbs.		st. lbs.	
Mr. Herbert's	b a h King	8 12	Arthur	8
H. H. Maharaja Jondpore's	b a h Wayel	7 1	Bowen	1
Mr. A. A's	b a h Glenmore	6 8	Comer	2
Mr. Macpherson's	b a h Lochiel	7 7	Donaldson	3
Maharaja Partab Sing's	g a h Albert Edward	7 6	David	0
Mr. A A's	g a h Fiscchie	7 0	Williamson	0
Mr. Cozens'	g a h Cardigan	10 0	Hackney	0
Mr. Doyne's	b a h Wabdan	7 8	Cozens	0
H. H. Aga Khan's	b a h Zachin	9 4	Bowine	0
Major Crosbie's	c a h Kohinoor	8 1	Tingey	0
Mr. Walter's	b a h Navarino	7 13	Vinall	0
Shaik Abdoola Salim's	c a h Rocket	8 0	Cassim	0
H. H. Aga Khan's	c a h Surferaz	8 10	Syed	0
Major Crosbie's	g a g Young Bijou	8 0	Native	0

Glenmore took the lead, closely followed by Young Bijou, the other all in a cluster behind. After passing the winning post for the first time the position of the horses changed a good deal, and, when approaching the hill, Young Bijou retired, King Arthur and Wayel closed up, but Glenmore was still leading. Glenmore was now in difficulties and allowed King Arthur and Wayel to pass him. King Arthur won from the latter horse by a neck. Time 4—in. 6 s.

4TH RACE—The Galloway Handicap.—Rs. 300. For all Galloways that have started during the meeting. Entrance to be made by 7 A M the day before the race. Handicap to be published by 9 A. M. Acceptances to be in the box by 2 P. M. Distance about 1½ miles. A forfeit for not standing the Handicap.

	st. lbs.		st. lbs.	
Major Crosbie's	g a g Dutchman	9 2	Tingey	1
H. H. Aga Khan's	b a g Judge Advocate	9 2	Bowjee	2
Mr. Fuller's	g a g Corsair	8 11	Mr. Baldock	3
Mr. B's	b a g Regent	8 9	Comer	0
Colonel Uniacke's	g a g Symington	7 7	Cozens	0
Mr Fuller's	g a g Corsair	8 11	Mr Baldock	0
Maharajah Partab Singh's	c a g Albert Victor	7 9	Williamson	0

This race calls for no particular remark. Dutchman was understood to be the favourite from the outset, and won as he liked by two clear lengths in 3 min. 11 sec.

Thus closed the Deccan Monsoon Meeting of 1878. It is scarcely necessary to add that the sport during the meeting had been good will hardly be denied.

THE RAILWAY POLICE.

JUDICIAL DEPARTMENT.

Bombay Castle, 5th September 1878.

Letter from the Commissioner, C. D., No. P.-646, dated 30th March 1878. Submits, with his observations, the annual report of the Superintendent of Police, G. I. P. Railway, on the working of the Police on that line during the year 1877.

Letter from the Commissioner, N.D., No. 798, dated 15th May 1878. Submits a similar report on the working of the B. B. and C. I. Railway Police during the same period.

RESOLUTION.

During the year under review the loss of consignments of grain on the G. I. P. Railway was so great that Government deemed it necessary to appoint a committee composed of the following officers to investigate the matter.

Mr. A. T. Crawford, C.S., Collector of Ratnagherry, President.

Major F. J. Wise, Superintendent of Police, Kurrachee.

Mr. H. Gonder, General Traffic Manager.

2. The conclusions drawn from the reports of the Committee and the decision of Government on a recommendation of the Committee to abolish the existing system of a separate Police for the G. I. P. Railway, are shown in Government Resolution No. 4561, dated the 10th instant, and the Minute of His Excellency the Governor appended thereto, and the remarks of Captain Babington and the two Commissioners on these subjects need not therefore be noticed here except so far as they explain the general results reported.

3. There was a small increase of 7 constables in the strength of the B. B. & C. I Railway Police, 5 having been sanctioned for the new station of Thaara and Pali, and 2, who were formerly charged to the Engineer Department, having been transferred to the General Police. In the permanent force of the G. I. P. Railway Police there was no change. The Commissioner, C. D., appears to be in error in saying there was an increase of 7 constables; but when grain robberies became numerous ramosis were temporarily employed to guard the traffic at stations, or travel with the trains, or to relieve policemen for these purposes. The average strength per mile has risen from ·82 to ·86 on the B. B. & C. I. Railway; on the G. I. P. Railway it was as in the previous year, ·94. Captain Portman states that his men are overworked, and Captain Babington, in accounting for the inability of his force to protect the extra traffic to which the famine gave rise, says that the strength was fixed simply with the view of protecting the stations, and that it would require a very large force in order effectually patrol the line. The question of an increase in the strength being required will be considered separately.

4. The cost of the B. B. & C. I. Railway Police rose from Rs. 75,633 in 1876 to Rs. 81,333 in 1877, that of the G. I. P. Railway Police from Rs. 1,20,331 to Rs. 1,32,223. In the former case the increase is accounted for principally by there being a large expenditure on clothing in the year under review and none in the previous year, the sum allotted for that purpose in 1876 having been transferred to the first-half of 1877. In the latter case the increase is due to the pay of extra ramosis, rent of houses for them, and grain compensation. The average cost per mile rose from Rs. 161-11

term in any discreditable sense to Dr. Johnson? Such a man must be judged, like other men, not by what he *is*, but by what he does. There are reasons, of course, why we should scrutinize the conduct of an adventurer in politics more narrowly than the conduct of an adventurer in literature, or even in the military profession. The one can do very little public injury: the other is restrained by a consciousness of the horror with which a betrayal of military trust has ever been regarded by the universal sense of mankind. But a politician, adventurer or not, if really dishonest, has opportunities for doing infinite public mischief; while he can generally so disguise his conduct as to escape at all events from being infamous. It must be conceded, therefore, *in limine* that the adventurer in politics is capable of greater mischief than perhaps any other kind of adventurer, and should be watched with corresponding vigilance. Yet some of the most eminent names in the history of English politics are those of men whom it is impossible to exclude from any definition of adventurers.

Is a political adventurer simply a man without a patrimony who makes politics a profession, as others do of law, divinity, or medicine? If so, then assuredly the two Pitts, Burke, Canning, and Macaulay were all political adventurers. Yet who that has political ambition would not rather have the reputation of any one of them than the reputation of Newcastle or Rockingham, or Portland or Liverpool? But is an adventurer a man without aristocratical connections—a man born outside the charmed circle—who has to fight his way into it, if not by his, "literature and his wit," by his eloquence and perseverance? Again, we have the same names. And pre-eminently such men were Burke and Canning; such a man is Lord Beaconsfield; and such a man is Mr. Gladstone! Or thirdly, is an adventurer the man who deserts a falling house, and always contrived, if possible, to be upon the winning side; who marches with every reaction just far enough to suit his purpose, and then stands aloof to be ready to take advantage of the next? If this is the definition of an adventurer, we have certainly had such in our history, and that at no distant date. But Lord Beaconsfield is not among them. Such adventurers as these very often overreached their mark; for it requires rare qualities, both of nerve and foresight, to make the right move at the right moment; and crushing discomfiture is often the result of manœuvres of this kind if pursued too long. But, according to this definition of an adventurer, Lord Beaconsfield, to whom the term is now more particularly applied, was never one at all. He belonged to the class of professional politicians like Burke, Pitt, and Canning, who all began life with slender means, and looked to politics to make their fortunes. Burke, we know, was glad to take £100 a year for the "Annual Register," and received pecuniary assistance from the leaders of his party all his life. Pitt had £300 a year, and in 1788, if the Whigs had come in, contemplated returning to the bar. Canning was so poor a man when he entered public life that he could not even afford to take his mother off the stage. But all three adhered steadily to the principles with which they entered public life. And Lord Beaconsfield has done the same. From the Reform Bill to the present day he has never once swerved from the views which he announced to the world in the "Vindication of the British Constitution" and afterwards developed more fully in "Coningsby" and "Sybil." To adhere unflinchingly for five-and-forty years to an unpopular and eccentric creed which brings no political support, and is, if anything, a source of weakness may be Quixotic, unpractical, fantastic, or what you like, but assuredly it is not the mark of a political adventurer in the evil sense of that term. To aid him in carrying out his own theory Mr. Disraeli had no allies. Tact and few sympathisers. The Conservatives seemed hardly more *en rapport* with it than the Whigs. But the Whig ascendancy was the first thing to be assailed, and it mustered little with what weapons it was assailed. Mr. Disraeli made a mistake, no doubt, in trying to use the Radical party for that purpose; but he never for a single instant left the Radicals in doubt as to what his own opinions were, and hence his failure to obtain a seat in Parliament. It is objected to Lord Beaconsfield, however, that he is a Jew, which he is not in the sense in which the word is intended. But even supposing that he was a Jew, how does it become Liberals to condemn him on that account? What is the value of that Liberalism which clamoured for the admission of Jews to Parliament if when in Parliament they are to be branded as unfit for office?

Lord Beaconsfield, like Burke, was not "rocked and dandled into a legislator." But it should be remembered that it was Burke who restored the moral existence of the Whigs. By his writings and his speeches he gave cohesion to those discordant cliques which make the first ten years of George III.'s reign a political labyrinth. He brought order out of this chaos, and reconstructed the Whig party on a popular and intelligible basis. He did for it what none of its aristocratic leaders were capable of doing. He repaired, in fact, the mischief which these very leaders had occasioned: he stopped the leak which the magnificos had knocked in the bottom of the vessel. And it is hardly too much to say of him that after the formation of Lord North's Government, in 1770, he saved it from total dissolution. This was the work of one "political adventurer," unless we fix an arbitrary meaning on the word merely to suit our own occasions. Mr. Pitt, again, was certainly the son of an earl; but though the fact gave him an introduction to political life, it gave him nothing else. His elder brother could do nothing for him; and when he entered Parliament as the pupil of Lord Shelburne he must undoubtedly have looked forward to making a livelihood by politics. Yet this was the man who did for the Tory party all—and far more than all—that Burke had accomplished for the Whigs: raised it from the ground, gave it a new meaning and a new vitality, and started it on a triumphant career of nearly half a century. That Pitt was able to do so much more for the Tories than Burke had done for the Whigs may have been due in part to his birth, but was due much more to the personal qualities and the force of character which gave him an absolute ascendancy over the Tory aristocracy, and made them his servants instead of his masters. After the death of Mr. Pitt we find the greatest ornament of the Tory party in another great statesman who was called an adventurer to his face. But the Tory party in the reign of George IV. was no longer what it had been at the close of the eighteenth century. A long career of power and prosperity had produced its usual effects; and they had acquired something of the exclusive and oligarchical tendencies which have been usually associated with Whigism. Yet from 1822 to 1826 it was Canning the adventurer, "the writing fellow," who brought to the Tory party all the popularity it possessed, and who, had he lived, would have saved it from the blunders of the Duke of Wellington and from the long-continued effects of the vacillating policy of Peel. The "adventurer" would have done for it what neither Dukeism nor Peelism could do. Of Sir Robert Peel in particular, it certainly cannot be said that he was a great party leader or that he did for the Tories anything equivalent to what Pitt and Burke had done for their respective parties, and what Canning showed himself capable of doing had the aristocracy trusted him, and had his life been prolonged. The real reconstructor of the Tory party since 1832 is the present Prime Minister, who in his turn is styled an "adventurer." But he is distinctly no more of an adventurer than the other great men to whom, in turn, the two great parties in the State have been so deeply indebted. When Lord Beaconsfield entered public life he entered it as Burke entered it—without either title or fortune to assist him. But why are the friends of humanity and the champions of equality to upbraid him with these deficiencies? No Conservative need wish for any better satire on contemporary Liberalism than the attacks of which Lord Beaconsfield is being made the subject.

THE REVIVAL OF GAMBLING.

(The World.)

RECENT revelations at Brighton will have reminded readers of the Premier's novels of one of the most vivid passages of descriptive writing which they contain. It is to be found in the fiction which is one of the most preposterous of the series, and describes a dinner-party at the Baron de Berghem's, followed by a spell of forty-eight hours' play. The place is Brighton, and the house is in Brunswick-terrace. After a dinner 'studiously plain,' at which 'very little wine was drunk,' yet 'at which everything was perfect, the company 'sat down to écarté. There seemed to be a general understanding that to-night was to be a pitched battle.' Shortly after midnight Tom Cogit touches the baron's elbow, and whispers that supper is ready. Then 'they set to again as fresh as eagles.' At 6 A.M. they make up accounts: 'Nothing fatal had yet happened.' Four hours later they have breakfasted, and 'are at it again.' By dinner-time the duke's losses are trebled, and at the second midnight he had lost £8,000. 'Another morning came, and there they sat, ankle-deep in cards. No attempt at breakfast now, no affectation of making a toilet or airing the room..... There they sat in positive, in total forgetfulness of everything but the hot game they were hunting down. There was not a man of them except Tom Cogit who could have told you the name of the town in which they were living. All forms of society had been long forgotten. There was no snuff-box handed about now for courtesy, admiration, or a pinch. Lord Castlefort rested with his arms on the table; a false tooth had got unhinged. His Lordship, who at any other time would have been most annoyed, coolly put it in his pocket. . . . The baron was least changed. Tom Cogit, who smelt that the crisis was at hand, was as quiet as a bribed rat.' The young duke eventually losses a hundred thousand pounds, and, after the manner of novelists' heroes of the inexhaustible purse, at once gives cheques for the amount. 'Pay us when we meet again,' says Lord Castlefort. 'I think it,' replies his grace of St. James 'very improbable that we shall meet again. I wished to know what gaming was. I had heard a great deal about it. It is not so very disgusting; but I am a young man, and cannot play tricks with my complexion.'

The narrative of contemporary transactions in the Brighton hells would have to be told in less heroic strain, and to so fastidious a profligate as the Duke of St. James would probably appear very 'disgusting' indeed. To lose a hundred thousand pounds to your opponents at play was a thing of which a gentleman need not feel ashamed to do. It is a very different matter when humbler sums, amid a company less select than that which the baron de Berghem had the honour to entertain in Brunswick-terrace, are lost in a manner that exposes both winners and losers to the risk of a criminal prosecution, a large percentage of the whole finding its way into the pockets of the liberal proprietor of the establishment. We did not want the Brighton scandals to tell us that there was now a revival of the organised infamies which some persons may have supposed were finally put down more than a quarter of a century ago by the exertions of a celebrated statesman whose son had been heavily plundered in one of the most notorious of their number. It is improbable that the silver hells of London will regain their old prosperity. "Bob Morris's" above the Boot-shop, near the corner of Jermyn-street; the Berkeley in Albemarle-street; 'Charley Lyley's' and other semi-private institutions, where no admittance was to be gained unless the janitor through the spy-hole recognised the face of the applicant,—have gone, not to reappear in anything like their original shape. Their *habitues* and heroes, Jack Mytton, George Chichester, and the rest of the wild crew have joined the majority. The highly respectable and deeply confidential family solicitor with the grave face and the unctuous manner may still survive. The tall lantern-jawed Israelite, who not less than the solicitor, was an invariable attendant at the board of green cloth, may not have vanished from the land of the living. But the former has become the incarnation of sedate respectability, and the latter would be horrified if he did not think the nightly doings of three decades since, as well as the career of successful usury on which he subsequently embarked, had passed into the secret history of his tribe. It is, however, quite certain that the passion for gambling is now pretty much what it was then, and that in some of the recognised and *bona fide* clubs of the club quarter, not including the illicit establishments called proprietary clubs, on which we have a word to say presently, play is as regular and as heavy as when D'Orsay cut the cards or Chesterfield called the main. Betting-books and cards have, to a great degree, superseded dice; but the gambling mania rages as fiercely and destructively as ever, and the gallant old sportsman who now lies moribund in Queen-street must have lately seen as much money change hands at baccarat, and even at whist as he ever did at hazard and rouge-et-noir.

Thus the Brighton disclosures may well have taken even the more initiated members of the public by surprise. No one who was at all behind the scenes believed that, when the authorities of Doncaster where shamed into putting down the almost public gaming-tables which existed there for many years during the race-week, the prohibited amusement was at an end. Mere novices on the turf knew well enough that Baron Atkins was in the habit of stationing himself behind his speculative apparatus at every large race-meeting, and blowing his trumpet-note either in defiance or welcome to all newcomers. But the proceedings at Brighton during the race-week are in excess, so far as open and unblushing violation of the law is concerned, of anything that has yet been attempted. Even in its normal state Brighton offers exceptional experiences. Proprietary clubs, whose very reason of existence is play, and the profit which play, on the part of the members, puts into the pocket of the proprietors, are as little unknown in London as in Brighton. But the mere gambling hell, which does not even make a pretence of simulating the character of a club, is a development whose most congenial home is found in the neighbourhood of the King's-road. Take the following letter, which appeared a few days ago in the *Standard*, as a specimen illustration of the facility which Brighton offers to young men from town or country for losing their money at play:

'As the Town Council of Brighton have taken the matter of the "gambling hells" in hand, I thing it as well to enlighten them as to their whereabouts. One is in the King's-road, a stone throw from the Grand Hotel; I know that in that place hundreds of pounds have simply been robbed from young men, who are invited to drink "cheap." There is another house likewise in the King's-road. I can answer for touts actually being employed to decoy victims to these haunts. I cannot understand managers of hotels allowing these men to hang about their doors.'

'The Town Council of Brighton' does not seem to have 'taken up the matter' with too good a grace. The Mayor of Brigton said last week, emulating the evasive spirit of a Treasury official with courageous and admirable fidelity, that he 'had made inquiries, and had found the allegations in question to be inaccurate.' Mr. Alderman Lamb was inconveniently well acquainted and communicative on the details of the entire business. There stood, said Mr. Lamb, 'a notorious gambling house near to his own door, and he himself had frequently seen a porter keeping watch.' The evidence of Mr. Smith, another Town Councillor, was to the same effect. That gentleman declared that he had been repeatedly annoyed by touts inviting him to visit different hells in the King's-road. After this the Mayor could no longer resist an official investigation into the charges. This investigation, we suppose, is now going on, and will be followed, if needs be, by criminal proceedings.

Now it is indisputable that if a certain number of gentlemen choose to form themselves into a society, and hire a house or rooms for the purpose of winning or losing their money at any game of chance, no law can prevent them. A *bona-fide* club is merely an extension of a private house, and the proverbial sanctity of the house rests upon it. It is false to say that the legislation which put down betting-houses would, if carried to its logical result, abolish Tattersall's. Those who make and settle bets at Tattersall's are the only gainers or losers by the transaction. This suggests what is really the criterion of a legitimate club, whether established for betting or play. Does the proprietor, as Sir Alexander Cockburn put it, 'hold the bag against all comers?' Has he, in other words, a direct pecuniary interest in all the sums which change hands beneath his roof? If he has, then he is liable to a conviction under the Gaming Acts; his house may be entered by the police, and he himself may be imprisoned with hard labour. There are, of course, proprietary clubs and proprietary clubs. Some of the oldest and best clubs in London are, or have been till lately, strictly proprietary institutions. But they have been the most exclusive of all; whereas the new proprietary clubs are, in the immense majority of instances, the projects of unscrupulous adventurers, who live perpetually in the atmosphere of the Insolvency Court. When gambling is systematically carried on at these, it is the proprietor who keeps the bank; and since any member can introduce as many friends as he likes, the club is practically open to the world, without the preliminary condition of entrance fee, or subscription, or ballot. There is, in fact, just as much resemblance between these establishments and a real club as between the extinct betting-house and Tattersall's. Yet they have been suffered to spring up, with the rapid growth of mushrooms, in London, in Brighton, and elsewhere. They are gross and glaring violations of the law, and the mischief which they do in the midst of us is incalculable. They are social pests, for whose extinction nothing else is required than the prompt operation of the machinery of law. The evil of gambling is no doubt under any circumstances much to be deplored, and it might be the better for London and society generally if certain fashionable establishments in Piccadilly and elsewhere did not exist. But these, which shall be nameless, are not the monuments of any breach of law; whereas the proprietary hells are not merely mischievous in themselves, but are in each instance specific acts of defiance of the statutes of the realm.

RAILWAY BRAKES.

(Times.)

WE recently published an account of a series of experiments upon railway brakes, conducted on the London and Brighton Railway by Captain Douglas Galton and Mr. Westinghouse; and we then mentioned the desirableness of further experiments in the same direction in order to determine, among other disputed points the precise effect of loss of time in bringing the brake-blocks to bear upon the wheels. We are now able to record a second series of 63 experiments, which were made by the same gentlemen on the 22nd and 23rd inst. A large part of the work of the first day was witnessed by Mr. Calcraft, Secretary of the Railway Department of the Board of Trade, and by Major Marindin, one of the Inspectors of Railways. During part of the second day the rails were wet; and thus afforded an opportunity of testing the precise difference between this condition and that in which the rails were dry or sanded.

In many of the experiments the van was detached from the engine by a slip-coupling, and the brake was applied automatically at the instant when the separation was effected. The speed at the moment of slipping ranged from 40 to 60 miles an hour; but for the sake of accurate comparison, a speed of 50 miles was selected for most of these experiments. In all it was found necessary, in order to produce the best results, that the block should be instantly applied with a very high pressure, and that this should be reduced in proportion as the speed was diminished.

Two stops were made on iron rails from a speed of 60 miles an hour; one in 114 secs. and 189 yards, the other in 11 secs. in 185 yards. In each of these cases the blocks were applied instantly with a *maximum* force of nearly 200 per cent., skidding being avoided by the use of Mr. Westinghouse's pressure-reducing valve, which kept the pressure below the skidding-point as the speed diminished. In one case from a speed of 50 miles an hour, when the brake-block pressure at first exceeded 200 per cent., and was very rapidly reduced, the top was effected in 119 yards and in 10¼ secs. In cases when skidding occurred shortly after the application of the brakes the distance run was very much greater than when skidding was avoided.

With a constant brake-block pressure of about 30 per cent. the distance run from a speed of 50 miles was 520 yards, and the time 44½ secs. With the same speed and 50 per cent. of pressure the distance run was 300 yards and the time 24 secs.; and, with the same speed and 75 per cent. of pressure, the distance was 255 yards and the time 18½ secs.

After these experiments, four were made from a speed of 50 miles, with an ultimate brake-block pressure of 125 per cent., or considerably more than is generally considered necessary, applied with gradually decreasing rapidity. In the first, the brakes were applied with half the stated force in 2 secs., and with the whole force in 5 secs. The distance run was 180 yards, the time 15¼ secs. In the second the half force was brought to bear in 5 secs., and the full force in 10. The distance was 215 yards, the time 15 secs. In the third, the blocks went on with half force in 8 secs., with full force in 15. The distance was 238 yards, the time 18 secs. In the fourth, the half force was applied in 10 secs., and the full force in 20 secs. The distance was then 334 yards, the time 20½ secs.

In all four of these experiments skidding was produced towards the end of the stop, showing that the force finally in operation was too great. The apparent discrepancy between time and distance in the first two depended upon earlier skidding in the first, when the time was actually longer than in the second, although the distance run was 35 yards less. These two stops show conclusively that the efficiency of a brake cannot be measured by the time required for a stop, but only by the distance run; as may also be seen from those with 50 per cent. of pressure, which gave about the same result in distance as those in which the blocks were 15 secs. in going on, but had an ultimate force of 125 per cent., although in the former the time was 24 secs., as against 18 secs. in the latter. The last experiments showed that for the purpose of diminishing the shock of a collision, when only a space of 100 yards is available before encountering the obstacle, the brake which can be applied instantly with only 50 per cent. of pressure, and which requires 24 secs. and 309 yards to produce a stop, is far superior to the brake which can exert 125 per cent. of pressure, but which requires 15 secs. for its full application. The same experiments have also disproved any idea which may have been entertained that the sudden full application of brakes might itself be a source of danger although there can be no doubt that the sudden application should be equal to all wheels, in order to avoid undue strain upon the drawbar, or undue compression of the buffers.

In testing the friction between the blocks and the wheels and the adhesion of the wheels, under different conditions of surface, it was found that, when the rails were greasy, skidding was produced by 30 per cent. less pressure than when they were dry. The use of sand on the wet rails had the effect of increasing the adhesion of the wheels to a point apparently equal to that obtained on a dry rail. It will be impossible to state the exact difference until the diagrams have been carefully considered and compared with those taken on the former occasion.

The experiments on the 22rd were concluded by testing the power of brake-blocks only one-third the length of those previously used. By thus reducing the block surfaces, there was a consequent increase of pressure per square inch, which had the effect of considerably increasing the friction between the blocks and the wheels. The increase was so great that the wheels could be skidded, when running at 60 miles an hour, by a pressure which had in some instances, with the ordinary blocks, failed to produce skidding at 40 miles. The exact difference has yet to be obtained from the diagrams; but it was estimated at about 30 per cent.

The whole of the experiments conducted up to this time have occupied nine days, and over 300 sets of diagrams have been taken, at the rate of six simultaneously in each experiment. The recording apparatus has worked throughout with the most admirable accuracy; and when occasionally tested by known weights, the dynamometers and recorders were found to be almost absolutely correct. When the whole of the recorded work is examined, it is more than probable that existing beliefs with regard to friction will be greatly modified. The generally accepted doctrine that friction remains nearly constant at all velocities has been proved to be incorrect as far as concerns railway brakes and probably in all other circumstances.

The experiments up to this point may be held to have shown that three conditions are essential for arresting the motion of railway trains in the shortest possible distance—first, that the blocks must be applied as nearly instantaneously as possible; secondly, that a brake-block pressure of nearly 200 per cent must be at command for trains at high speed; and, thirdly, that this pressure must be reduced automatically as the speed of the train diminishes. No one who carefully considers these results will be likely to use a brake which produces only the low degree of pressure obtainable from a partial vacuum; for it is obvious that such a brake, in order to be of sufficient power, must be very large and costly, while in any case it must be so slow in its action that the effect of its power would be almost neutralized by the length of time lost in bringing it to bear. Nothing in the experiments was more remarkable to an observer of them than the confidence which all who were concerned appeared to place in the Westinghouse automatic brake. No hand-brakes were attached to the van; and if this confidence had not been felt the slip experiments could hardly have been attempted, as, in the event of any failure, they would have been highly dangerous. The hose couplings between the engine and the van were forcibly drawn asunder nearly 100 times, and, notwithstanding this rough usage, not the slightest damage to them could be perceived.

Captain Galton is now in communication with the officers of other railways, for the purpose of testing how far the various systems of brakes in use are capable of complying with the conditions which he has shown to be required; but it would seem that the results of former trials, at Newark, Cassel, and elsewhere have already reduced this question to very small proportions. It is therefore, to be hoped that he will soon be able to make a definite announcement on this the most practically important part of the question which he is so skilfully investigating. In the meanwhile, the thanks of all railway travellers are greatly due to Mr. Knight, the general manager, and to Mr. Stroudley, the locomotive superintendent, of the London and Brighton line, for the facilities which they have afforded for the carrying out of a very difficult and arduous undertaking.

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CHATEAU TALENCE..... „ ..	23 0	12 8
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CHATEAU MARGAUX..... „ ..	27 0	15 0
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